

# The Hongkong Telegraph

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## INDO-CHINA S.N. MEETING.

### MR. JOHNSTONE AND THE CHINA COAST GUILDS.

"WE DO NOT PROPOSE TO BE DICTATED TO."

### FIVE NEW SHIPS FOR THE COMPANY.

The thirty-ninth ordinary general meeting of the Indo-China Steam Navigation Company, Limited, was held at the office of the General Managers, Messrs. Jardine, Matheson and Co., Ltd., at noon today. The Hon. Mr. Johnstone presided, and there were also present, Sir Robert Ho Tung, Mr. G. W. Barton, Mr. A. O. Lang (Directors), Mr. D. V. Stevenson (Solicitor to the Company), Mr. E. F. Ancott (Secretary), the Hon. Mr. Ho Fook, the Hon. Mr. A. R. Lowe, and Messrs. G. C. Moxon, R. H. B. Hancock, P. C. Potts, U. Romjahn, Lo Man-hic, Ho Shai-Kit, Ho Tang-ying, J. Bell, Irving, N. L. H. Ralston, W. C. Coriaby, Li Yun-kun, Ho Kai, S. E. Da Luz, Ho Leung, S. E. Grimstone, L. E. dos Remedios, Yuen Hang-kin, Ho U-shang, P. M. N. da Silva, R. E. Macdonnell, R. J. Paterson, D. McMurray, and A. M. da Silva, (shareholders).

#### CHAIRMAN'S SPEECH.

The Chairman said:—Gentlemen.—As the time for which this meeting was called has passed, I will ask Mr. Ancott to read the notice convening the meeting and the Auditors' Report.

The notice having been read, the Chairman said:—Gentlemen.—The report and statement of accounts have been in your hands for some days, and with your permission, I will, as customary, take them as read.

The principal feature of the year under review, affecting as it did, all British shipping companies, was the termination of the National Control Scheme. In the case of this Company the Government announced that our vessels would be released during the months of February and March 1919. Many of the company's steamers were at that time running on Government account in distant waters and after their return to the China Coast, extensive overhauls were necessary before they were in a condition to resume regular employment in these waters. The period of re-conditioning occupied a considerable time, and it was not until well into the Autumn that normal conditions were reverted to and the various services re-organised.

Speaking generally, the freight situation on the China Coast during 1919 was satisfactory, especially in the North where there was a good demand for space. Southern business, however, was adversely affected by the restricted exports of rice from Indo-China ports and Siam, and the outlook was not improved when, towards the end of the year, news was received that the Siamese rice crop was an entire failure, resulting in the total prohibition of rice shipments during the year 1920. You will thus appreciate that with tonnage gradually becoming more plentiful, a decline in Southern chartering rates took place, and I regret to say freight in several directions have already reached a pre-war level. On the regular lines, however, satisfactory support was offering, although rates were naturally not maintained at the abnormal levels ruling during the year 1918.

As mentioned by my predecessor at last year's meeting your Directors considered it in the interests of the Company to take advantage of the high prices ruling for old tonnage by disposing of two of the Company's steamers, the "Guisang" and "Mausang," which, owing to their general condition,

and the proceeds being dealt with in the accounts now presented. It is with much regret that your Directors have to record the loss of the s.s. "Fau-sang," which steamer stranded on Hainan Head Reef on the 26th May last, subsequently becoming a total loss. She was a well-known and popular vessel usually employed in the Southern miscellaneous chartering trades and her loss is one which, while fortunately attended by no loss of life, is greatly deplored, especially at a time when the cost of replacement is at so high a level.

#### FIVE NEW STEAMERS.

Since our last annual meeting your Directors have given constant and serious attention to the question of acquiring additional steamers for the fleet. Prices of labour and material have advanced so enormously, however, that our energies in this direction have had to be confined to immediate requirements only, and further tonnage is necessary to enable us to maintain our position on the Coast. Contracts have been entered into with well-known builders at Home for a new and up-to-date vessel for our Calcutta trade, also two additional steamers for the Coast, whilst a new Lower Yangtze River steamer is building locally and arrangements have been made for the construction of a river steamer for the Ichang-Chungking Line, to assist in the development of the Upper Yangtze trade, which your Directors regard as one of great promise for the future. All these steamers, it is hoped, will be completed and ready for service next year.

It will doubtless be of interest to you to know that in order to meet the growing needs of shippers from the Yangtze, and from the North generally, for more adequate storage accommodation at Canton, and to avoid increasing delay in the discharge of the Company's vessels at the latter port, your General Managers, as a firm, were successful in acquiring a very suitable property formerly owned by the Hamburg-America Line at Canton situated in a very convenient position and consisting of a steel wharf and two large godowns of 5,000 tons capacity each. This property has been leased to the Company from 1st January last and has already resulted in a great saving of demurrage. The advantages offered to shippers and consignees alike were immediately availed of and are highly appreciated, so much so that the property has already been developed by the addition of extra godowns, bringing the storage capacity up to 27,000 tons, whilst ample room is still left for further extensions if justified at a later period.

#### THE ACCOUNTS.

Turning to the report and statement of accounts, you will observe that the amount standing to the credit of our Underwriting Account has been considerably increased. The total premium has been credited in connection with the line taken by the Company against Total Loss and/or Constructive Total Loss etc., and the sum of £108,612 has also been added, plus £40,000 from Revenue Account. The reasons for these extra additions are that with the present high cost of repairs, the loss of a steamer or series of accidents to our vessels would amount to no large figure that the balance at credit of Underwriting Account would probably be wiped out altogether. As you are aware, this Company follows the

its own vessels under Particular Average. Your Directors consider it advisable therefore to credit Underwriting Account with an adequate premium based on a re-valuation of the fleet by independent surveyors and on advice given by competent insurance authorities to cover possible claims arising under Particular Average. These claims have in the past been debited to Underwriting Account but no corresponding premium has been credited thereto and advantage of a good year has been taken to put this account on a footing which will better enable it to meet future calls. I trust our action in this connection will meet with your approval.

In view of the need of acquiring new tonnage and the present high cost thereof, to which I have already referred, your Directors have decided, with your approval, to augment our Building Reserve Fund by the addition of a further £100,000, bringing the amount now standing to the credit of this Account to £233,130 17s. 6d.

As called for under our Trust Deed, £18,550 First Mortgage Debentures were redeemed during the period under review. Further, in view of the high rate of exchange ruling during the early part of 1920, and the favourable position in which the Company was placed thereby, your Directors also decided to avail of Clause 9 of the Trust Deed and give the required six months' notice calling for the entire redemption of all outstanding Debentures amounting to £114,550. It seemed to them obviously against the Company's interests to continue to borrow money at 5% when surplus funds were available, and you will no doubt fully approve of the action taken in this matter.

#### PENSIONS FOR FLOATING STAFF.

You will observe that a new Fund has been established called the "Floating Staff Pension Fund." In this connection, I would explain that since the year 1917 as the result of arbitration following a strike on the part of the floating staff of the China Navigation Co. and Indo-China Co. in 1916, the payment of pensions was inaugurated, it being understood that when a favourable opportunity arose, the Companies would take the necessary steps to secure the payment of such pensions. Owing to abnormal conditions brought about by the war, your Directors decided to wait until such time as our steamers were released from Government control, and the various services re-organised before doing anything in this connection. We are now able to gauge our position with greater accuracy and in due course I shall bring forward a resolution to set aside a sum of £100,000 out of this year's earnings to provide the necessary nucleus of this Fund. Your Directors are of opinion that this sum will be sufficient to meet the payments of such pensions as fall due under this head for some time to come, but it is probable that a certain amount will have to be allocated to this account annually. Enquiries are now being made of actuaries as to what this amount will have to be based on, the ages and number of men employed, so that the Company may be in a better position to decide what yearly provision should be made. The establishment of this Fund is, your Directors consider, a highly desirable step to take, and one which will doubtless be viewed with satisfaction by our employees alike.

Shareholders will doubtless again observe with satisfaction the further increased amounts shown in the balance sheet against "Investments" which now total £2,121,365 16s. 2d. The sum of £279,710 17s. 4d. has been added to this account during the year under review and you will, I am sure, approve of the steps taken by your Directors to avail of the high rates of exchange ruling by converting our silver revenues, as it became available, and investing as much of our surplus money as possible, in good sterling securities.

Applications from various Marine Charities have again been received, and during 1919 the

each call. Such payments, I feel sure, will have your approval.

The fact that an agitation for increased pay is being supported by the two Coast Guilds does not preclude your Directors from once again placing on record their appreciation of the services rendered by the floating staff, and shareholders will no doubt wish to be associated with these remarks. Difficulties in connection with demands put forward by the Guilds are unfortunately causing us considerable concern (to these I will refer in a minute or two) but past services well rendered can and should be gratefully acknowledged.

#### FUTURE PROSPECTS.

This concludes what I may call the ordinary routine business of the meeting, gentlemen, and I now arrive at the most difficult feature to be dealt with in the Chairman's annual remarks, to wit, future prospects.

The very sound financial position the Company finds itself in to-day is a matter of congratulation, in that it enables us to face the future with a certain degree of confidence in the knowledge that we have reserves to fall back upon. I would be failing in my duty, however, were I not to call your attention to the reverse side of the picture.

Casual reference to the accounts might lead one to think that we were in an unassailable position. This, in my opinion, is far from being the case and it will only be necessary for me to say that the present cost of one new Calcutta steamer is almost as much as the original paid-up capital of the Company to point this remark.

The life of our fleet, as the result of hard usage during the war, has been considerably shortened and in spite of thorough overhaul some of the older vessels will shortly have to be sold. Competition is already very keen—is being encountered from sources which have hitherto never operated tonnage on the China Coast. Rates, as I have said before, are, in more directions than one, already reduced to pre-war levels, whereas running expenses—especially the cost of stores and repairs—have advanced enormously, the price of coal continues at a very high level and permanent increases have had to be granted to both our European and native staffs to meet the higher cost of living. The average person scarcely perhaps realises the cost of operating tonnage nowadays, and whilst we are in a better position to hold our own with competitors, it is only right to point out that the increased cost of building (which must be undertaken if we desire to retain our position as a British Company on the China Coast) coupled with the added cost of standing charges and the certainty to judge from present conditions of lean years, if not in 1920, in the near future, renders the position extremely difficult and indicates that reserves will shortly be required to keep us going.

Finally, gentlemen, I must express regret that it has not been possible to present the accounts earlier this year. Certain matters in connection with the requisition of our vessels by the Government are still outstanding and the accounts connected therewith are therefore not closed to a final point. We are, however, already well advanced with the 1920 accounts and there is every prospect of holding our next annual meeting before the close of the half year.

I now have pleasure, gentlemen, in proposing the following resolution:—

"That the Report and Statement of Accounts be presented, including the Transfer of £100,000 to Floating Staff Pension Fund, £100,000 to Building Reserve, £40,000 to Underwriting Account, also the payment of a Final Dividend of Three Shillings (3/-) on the Preferred and £3 10s. 0d. on the Deferred Shares be adopted, and that the sum of £28,999 2s. 5d. be carried forward to next year's account."

to reply to the best of my ability to any questions which the shareholders desire to ask.

Mr. U. Romjahn.—Mr. Chairman and gentlemen.—I have listened with considerable pleasure to an unusually interesting speech, and on behalf of a large number of shareholders I congratulate the Directors, the General Managers, and the staff on the efficient manner in which they have conducted the affairs of the Company during the past year. I have much pleasure in seconding the adoption of the report and accounts.

The Chairman.—As there are no questions, I will put the resolution, which has been proposed by myself and seconded by Mr. Romjahn, to the meeting. Those in favour? Against? Carried unanimously.

The Chairman.—The next business, gentlemen, is the confirmation of the appointment of Directors.

The Hon. Mr. Ho Fook.—I beg to propose the confirmation of the appointment of Mr. A. O. Lang as a Director of the Company from 1st April 1920.

Mr. Murray.—I beg to second that.

The Chairman.—The confirmation of the appointment of Mr. A. O. Lang as a Director of the Company from 1st April 1920, has been proposed by Mr. Ho Fook and seconded by Mr. Murray. Those in favour please signify in the usual way? Against? Carried unanimously. The next business, gentlemen, is the re-election of Directors.

Mr. Moxon.—I beg to propose the re-election of Sir Robert Ho Tung as a Director of the Company.

Mr. Hancock.—I beg to second that.

The Chairman.—The re-election of Sir Robert Ho Tung as a Director of the Company has been proposed by Mr. Moxon and seconded by Mr. Hancock. Those in favour please signify in the usual way? Against? Carried unanimously. The next business before the meeting gentlemen, is the re-election of Auditors.

Mr. Ho Leung.—I beg to propose the re-election of Mr. A. R. Lowe and Mr. E. A. M. Williams as Auditors for the year 1920 at a remuneration of \$5,000.00.

Mr. Potts.—I beg to second that.

The Chairman.—It has been proposed by Mr. Ho Leung and seconded by Mr. Potts that Mr. A. R. Lowe and Mr. E. A. M. Williams be re-elected Auditors at a remuneration of \$5,000.00. Those in favour please signify in the usual way? Against? Carried unanimously.

The Chairman.—Gentlemen.—That concludes the ordinary routine business of the meeting except to state that, owing to a delay on the telegraph lines and failure to get a reply from London agreeing to the register, the issuing of dividend warrants is not for the moment possible. We hope to be in a position to issue them, if not to-morrow, in the course of a day or so. There is, however, another matter of considerable importance to you, as shareholders, which I wish to bring to your notice at this meeting and which I will endeavour to explain as briefly as possible.

#### OFFICERS' AND ENGINEERS' GUILDS.

Gentlemen.—I take it that most shareholders present to-day are aware that the Company is again faced with the prospect of trouble in the ranks of our floating staff, caused by demands put forward by the Guilds for a further increase of pay. The whole question is in the opinion of the Board of Directors not only of vital interest to our shareholders themselves, but also of considerable importance to the general public, as it affects, and seriously so, the future of a local company of much value to British trade in the East. At the risk of wearying you, therefore, I take this opportunity of making a statement of the position, which I trust will be of interest not only to you, as shareholders, but also to the general public, who in the past have been so much interested in the affairs of this Company.

In May, 1916, an Adjustment Board was formed in Shanghai to settle a dispute between the China Navigation Co. and ourselves, on the one part, and our respective floating staffs on the other, and as a result of that award—which expired on 31st December, 1919—certain increases of pay and other concessions were given to our employees. In 1917, in conformity with the decision arrived at the previous year, the payment of pensions was inaugurated. You will, I am sure, appreciate the advisability of establishing a Fund to provide for such outlay, and as normal conditions, following the close of the war, were resumed during the year under review, the present occasion was considered opportune by your Directors to ask your sanction to the passing of the resolution setting aside out of the earnings of the Company a sum of £100,000 for the purpose mentioned. From the 1st January, 1919, the 50 per cent. War Bonus was consolidated in the pay of the floating staff. In the early part of 1920—the Arbitrators' Award having expired on the 31st December, 1919—the China Navigation and this Company set about considering what further concessions could be made to our respective staffs. Bearing in mind the fact that any concessions so granted would, in all probability, remain a standing charge on the earnings of the Company, however badly it might be doing, and remembering the difficulty we had in paying any dividend at all in some previous years (no dividend on the Deferred Ordinary Shares was possible in the years 1910-1911 and 1914, and only 5% in 1913 and 3% in 1914)—you will perhaps realise that much consideration had to be given to ways and means. Eventually, however, we decided on certain concessions, which, while they were of material assistance to the staff—especially the married men with families in the East—could, we hoped, with ordinary luck, be paid annually without unduly crippling the Company. In the meantime, we had received a demand from the Guilds for—amongst other things—an all-round increase of 50 per cent. in salaries. No figures were produced to show that this demand was a reasonable one, and certainly half the number of Captains whom I myself interviewed in Hongkong did not know that this demand had been put forward by their own Guild. That was the position in June of this year.

Now, gentlemen, we had by this time taken out figures which proved to us that not only were our men being extremely well paid at the time, but that as a Company we had, in the matter of salaries and concessions, just about reached the end of our tether. It is true that we were assured of earnings continuing indefinitely on the basis of the last three years, which, in our opinion, is quite impossible, we could probably pay still higher wages and still give a satisfactory return to shareholders, but bearing in mind the fact that we hope to keep the flag flying in the lean years which are bound to follow, and being of opinion that with the concessions we were about to grant, our staff had little or nothing to complain of, your Directors agree that, come what may, a halt must be called to the rising cost of fixed charges, otherwise there would be a really serious prospect of our being forced out of business altogether.

From information at my disposal, it appeared to me that the Guilds policy was being dictated, not with a view to harmonious working with the Company, nor with the slightest regard to the future continuance of this Company, but with the sole object of immediate gain on the part of those who had little or nothing to lose, with no thought for to-morrow or for British prestige in the East. It appeared to me, therefore, that it was advisable, therefore, to endeavour to explain to the men whom I could reach in Hongkong, the position which this Company was gradually being forced into by these continued demands, and to endeavour to bring about a settlement of the matter.

I will now read to you the circular giving notice of the concessions granted to our men issued on 15th August, 1920, because I shall intend to read the Guilds' reply thereto, as, in my opinion, they confirm our contention that no consideration other than that of immediate gain for themselves at present dictated their policy. The following is the Company's Circular:—

## VOLUNTEER CAMP.

### OPENS AT LOWU NEXT MONTH.

Lowu Camp is, we understand, to be opened on 27th November next, and has been allotted from that date to the 13th December to the Hongkong Volunteer Defence Corps.

In this connection, it is interesting to recall that the Ordinance under which the Corps was formed provides that the Artillery and Engineer Companies will be mobilised for one week-end, and that the Machine Gun Company and the Infantry Battalion will have an annual camp with a minimum attendance of three days. The camp for the Reserve Company is optional.

### TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was \$4.04 1/2.

### THE WEATHER.

2 p.m. Barometer—29.80. Temperature—77. Humidity—82.

engine room) of 10 vessels in port. I explained that I did not call the meeting with a view to going behind their Guilds in any way, as I recognised that a Guild could be of considerable assistance to them. I will go further and say that, properly run, it could be of considerable assistance both to this Company as well as the men themselves, but I thought it was evident—judging from the actions of the Guilds—that the Committee which was directing them were dictating a policy which must eventually drive us to the wall, and that I thought it advisable to point this out in a friendly manner to those who were just as interested in the future welfare of the Company as the shareholders themselves. Figures were supplied in support of my arguments which, now condensed, briefly show that the average wages per annum during the 5 pre-war years 1910 to 1914 inclusive, amounted to £56,593, representing 41.65% of the earnings of the steamers and 70.8% of the net result to the Company. The following are the dividends paid by the Company on its Deferred Ordinary Shares for the five years mentioned:—

1910	.....	NIL
1911	.....	NIL
1912	.....	NIL
1913	.....	5%
1914	.....	3%

You will therefore see that with wages averaging in pre-war years, £56,593 per annum, and freights ruling on a very low level, the Company was able to pay but very poor returns to shareholders. The wages during the year 1919 amounted to as high as £248,788, added to which there were various additional concessions, such as pensions, Home leave, pay and passage, bringing the total up to £286,100, or 30% of the earnings of the steamers and 65.6% of the net result to the Company. In other words, the increase in the amount paid to and on account of the floating staff in 1919 over the average pre-war years mentioned, amounts to no less than £199,507 per annum. An advance statement of the concessions the two Companies were about to grant to the fleet was made (these concessions were eventually granted in August this year) and the meeting terminated, I hope, and have every reason to think, in the understanding on the men's part that I had stated the case fairly as well from their point of view as from yours.

I will now read to you the circular giving notice of the concessions granted to our men issued on 15th August, 1920, because I shall intend to read the Guilds' reply thereto, as, in my opinion, they confirm our contention that no consideration other than that of immediate gain for themselves at present dictated their policy. The following is the Company's Circular:—




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## THE H. K. C. C.

## ANNUAL MEETING.

The annual general meeting of the Hongkong Cricket Club was held in the Club's pavilion yesterday afternoon. Mr. F. Maitland presided and with him were Messrs. L. S. Greenhill (Secretary), T. E. Pearce, G. R. Sayer, R. Hancock, C. Blaker and Captain Gray. There was a moderate attendance of members.

The Chairman said: Gentlemen, the annual report and accounts having been in your hands for several days, I will, with your permission, take them as read. There appears to be no particular cause for comment except that I think we may congratulate ourselves on now being free of debt and able to start the year with a credit balance in the bank. Last year I suggested that it could not be long before we should have to build a new pavilion. I think you will agree with me that we already need it, and the financial position of the Club being what it is, there seems no reason why we should not go ahead. You have received a circular setting forth a rough idea of ways and means, the chief of which is our increased subscription list, which I hope is not likely to decrease, rather the reverse, and I trust you will presently be able to give us your considered decision on the matter.

You will be pleased to hear that a telegram has this morning been received from Singapore, reading: "Secretary, Cricket Club Hongkong. Accept cricket. Details follow. Deason, Singapore." so it is now pretty sure that there will be a triangular contest between Shanghai, The Straits, and Hongkong on 15th to 18th November next.

Mr. R. Hancock has kindly consented to look after the Team Selection Committee and with the aid of Col. L. Humphry and Mr. W. D. Jupp I think we may rely on getting the best team possible put in the field, provided all aspirants to interclub honours will give as much time as possible to practice and thus let the Committee have a chance of judging their merits. The other cricket clubs in the Colony were asked two weeks ago to invite likely players to come and practise at our nets, so I am sure all will have a fair chance. Your Committee have also appointed Housing and Entertainment Committees, and I ask that anyone who has a spare room will be kind enough to offer to put up a visitor and give his name to either of the following gentlemen who form the Housing Committee. Mr. J. H. Ramsay, Mr. J. Bentley, Mr. A. O. Brown and Major D. L. Harding. The Annual Tennis Tournament was a great success and during the summer the game has been well kept up. Let us hope that the Club will next spring have a worthy representative to tackle Mr. Ng Sze Kwong, Hongkong's Champion for three years—it will take a really good man to lower his colors.

I have to inform you that the late Monsieur R. de Journal presented a Challenge Cup to the Club shortly after the termination of the last Tournament and left it to your Committee to decide on terms. They settled on a Singles Championship open only to members of the Club, so that in the Spring Competitions there will be both a Club Championship and an Open Championship.

I now beg to propose the adoption of the Report and Statement of Accounts and I shall be pleased to answer any questions members may wish to put after the proposal has been seconded.

The proposal was seconded by Mr. Ramsay and carried unanimously.

The Chairman: Gentlemen, the next business before us is the election of officers for the coming year. We all much regret the death of Mr. F. H. Thomas, whose sound advice was of great value to the Club. The following names for your Committee have been submitted to you, and in the event of there being no others proposed I will ask you to approve of them. They are:—Messrs. T. E. Pearce, R. Hancock, G. R. Sayer, C. Blaker, H. A. Nisbet, R. L. D. Wodehouse, Major Bagnall, Rev. H. S. Croft-Rees, R. N. W. D. Jupp and myself. Proposed by Mr. Marton, R.C.A., and second by Mr. Reid, the motion was carried unanimously.

The Chairman: Since last annual meeting, Messrs. Percy Smith, Seth and Fleming have been appointed Treasurers at a remuneration of \$500 per annum, and have given every satisfaction. I beg to propose their re-election.

(Continued on Page 3.)

## EARLIER TELEGRAMS.

## POLAND'S WARS.

Warsaw, Oct. 3.

The conclusion of a Polish-Lithuanian armistice is just announced.

The latest communique recounts the smashing successes of the Poles in the past days against the Bolsheviks and states that pursuing detachments crossed the river Serev and occupied Novogrodok. The enemy, who was last week before Bialostok, Brest-Litovsk, Lemberg and other important towns, and was preparing a resumption of his offensive, has now been driven back between a hundred and a hundred and fifty kilometres, and has suffered enormous losses in killed and wounded and lost a large amount of material. Twenty-six Soviet divisions were completely or partly destroyed, the remnants retreating. Numerous army recruits were captured. During the last engagement 42,000 prisoners were taken, with 160 guns, 950 machine guns, eighteen armoured cars, seven armoured trains, 2,500 trucks, also aeroplanes, locomotives, motor-cars, waggons and munitions were captured.

## NORTH CHINA FAMINE.

London, Oct. 2.

Bishop White, writing to the "Times" and referring to the Hunan famine, says the total failure of the crops appears to be due to the drought and therefore he hopes the calamity will force the authorities to tap the Yellow River for the much-needed irrigation scheme mooted for years. He declares that the sudden prevalence of famine conditions is due to the people's extreme poverty, the great population necessary to be provided for and the lack of waterways and adequate facilities for conveyance of foodstuffs from the more fortunate districts outside the famine area. Commenting on the extreme horror of the situation, Bishop White declares that, while the coming winter will bring forth the severest suffering, next spring, when typhus will doubtless appear, will be the time of greatest mortality. He points out that arrangements are being made for a relief committee in England. Meanwhile the Hongkong and Shanghai Bank is receiving subscriptions which it will immediately forward to China.

## ANTHRAX IN SHAVING BRUSHES.

London, Oct. 2.

The country is alarmed at the sixth fatal case of anthrax out of twenty-two which have occurred through the use of shaving brushes from Japan. It transpired at the inquest that thousands of these brushes were distributed countrywide and were being offered for sale before the order was issued prohibiting their importation. Medical practitioners testified that some of the Japanese brushes, which were accompanied by a certificate of freedom from anthrax, were found to be heavily infected. The Coroner urged the Government to order the withdrawing of all Japanese brushes, compensating shopkeepers therefor.

## STRIKES IN INDIA.

Calcutta, Oct. 3.

A serious tea garden affray occurred in Lakhimpur district. The Assam coolies in eight gardens struck for higher wages to meet the increased cost of living, looted the market, assaulted the garden managers and European police superintendent, and damaged houses. A few platoons of Assam Rifles were brought up and quiet was restored.

Eighteen hundred drivers and conductors on the Calcutta Tramways struck, demanding a fifty per cent. increase in wages. A European engineer attempting to run a car was seriously assaulted.

## LYONS' YEARLY FAIR.

Paris, Oct. 2.

The Minister of Commerce and two other Cabinet Ministers have gone to Lyons to inaugurate to-morrow the Yearly Fair. Several foreign commercial missions and many prominent French foreign merchants are already there.—Havas.

Paris, Oct. 3.

The Lyons Autumn Fair was inaugurated to-day amid a great concourse of visitors from all parts. The Chamber of Commerce offered a lunch in honour of Cabinet Ministers and foreign commercial missions.

## NEW JAPANESE AMBASSADOR.

Paris, Oct. 2.

Viscount Ishii, upon taking up his duties as the Japanese Ambassador, visited Premier Leygues.—Havas.

The newly appointed Japanese Ambassador, Viscount Ishii, has arrived in Paris. He stated in an interview with the "Excelsior" that every effort is to be devoted to maintaining and strengthening the friendly intercourse between France and Japan. Peace must be placed on a firm basis through the execution of the Versailles Treaty and developing a society of nations. Japan will ever be happy to go alongside France towards higher civilisation and progress.—Havas.

## THE FINANCIAL CONFERENCE.

Brussels, Oct. 1.

At the Financial Conference, Mr. Cellier, Vice-President of the French delegation, broached various ideas to help to solve the momentous problems pertaining to the present crisis, especially assisting the industrial community impoverished by the war to buy raw material, and the creation of international bonds, to facilitate international financial settlements.—Havas.

## DANISH ELECTIONS.

Copenhagen, Oct. 1.

The results of the elections for the Landsting show little change in its composition. The Liberals still retain a fairly strong majority. Four members are added owing to the incorporation of Slesvig in Denmark.

## NOTICES.

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## EARLIER TELEGRAMS.

## FRANCE AND GERMANY.

Paris, Oct. 3.

Doctor Mayer, the German Ambassador, paid his first official visit to M. Leygues and emphasised the intention of Germany to carry out the Treaty of Versailles to the extreme limit of her possibilities. M. Leygues, replying, declared the French Government, if convinced of Germany's good faith, would do its utmost to facilitate Germany's task. Thus a resumption of Franco-German economic relations would be greatly facilitated. The interview was characterised by sincerity on both sides and appears a good augury for the future.

The papers devote some space to yesterday's renewed assurances of the German Ambassador to the French Premier that Germany has resolved fully to carry out the Treaty. "Le Temps," summing up the unanimous opinion, states that if that be so the French Government is perfectly ready to view future intercourse with Germany in a truly peaceful spirit. The whole question remains entirely with Germany, who, however, should first stop the campaign of calumnies undertaken by certain German papers against France.—Havas.

## AMERICAN COAL FOR FRANCE.

Paris, Oct. 2.

Mr. Edwin Berwynd, the President of the Berwynd Dwight Coal Company, has arrived for the purpose of conferring with the French Government as regards the coal export trade between France and the United States. According to present plans, Mr. Berwynd says that America will export six to eight million tons of coal to Italy and France within the next year.

## FRENCH EXTREMISTS BEATEN.

London, Oct. 3.

The extremists in the French General Confederation of Labour have suffered a severe setback. The Congress of the Federation at Orleans, by 1,478 votes to 602, refused to join the Moscow International.

## FRENCH REPUBLIC JUBILEE.

Paris, Oct. 1.

Preparations are being made to celebrate solemnly November 11th, the proclamation of the French Republic fifty years ago.—Havas.

## PEKING AND THE BOLSHEVICS.

Washington, Oct. 2.

The State Department has inquired informally of the Peking Government as regards the reported Chinese acceptance of certain concessions recently made by the Russian Bolsheviks. It is understood the action is the sequel to the Chinese mandate of Sept. 23 suspending all Russian rights in China and requesting the withdrawal of the diplomatic representatives of the old Kerensky Government.

## ARCHBISHOP OF PARIS.

Paris, Oct. 1.

Cardinal Dubois, Archbishop of Rouen, has been appointed Archbishop of Paris.

## EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

## THE RUBBER SLUMP.

Singapore, October 5.

A long list of adherents to the restriction of rubber output proposals is published. The necessary minimum will probably be reached.

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(Opposite City Hall).

## GENERAL NEWS.

DON'T WANT A UNION.

The French Government's referendum which was taken among the police in France and the colonies, on the question of their trade union, showed a majority in favour of its dissolution.

THE JAMES WATT MEMORIAL.

At the anniversary meeting to promote a James Watt International Memorial at Birmingham, it was stated that nearly £17,000 had been subscribed. Other sums are promised from scientific societies. The objects are the investigating of new sources of power and the erection of a memorial hall, embracing a Watt Museum for engineering and scientific bodies. The Lord Mayor (Alderman Cadbury) intimated that the Birmingham Corporation would probably be willing to follow any substantial lead for preserving Watt's residence and workshop.

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THE H. K. C. C.

(Continued from Page 2.)

Mr. Nisbet seconded the proposal, which was carried unanimously.

The Chairman: Mr. Paul Hodgson retired as Hon. Secretary last November and a well deserved presentation was made to him for his long and valued services in the interests of the Club for the long period of eight years. I was very fortunate in finding an able and energetic successor in Mr. Greenhill—the members owe him thanks for his untiring efforts on behalf of the Club and I have great pleasure in proposing his re-election.

Mr. Hancock seconded the proposal, which was carried unanimously.

The Chairman: Under Rule 15, we may create life members at the annual general meeting of the Club. I have pleasure in proposing our late Secretary, Mr. P. M. Hodgson, as a life member.

Seconded by Mr. Nisbet and carried unanimously.

The New Pavilion.

The Chairman: And now, Gentlemen, we come to the really important question of our pavilion. This present building has met our needs for some years, but a great deal of damage by white ants causes frequent repairs, the bathing and changing accommodation is very inadequate and generally we need more room to meet our greatly increased and, as I hope, increasing membership.

Your Committee having had the matter under consideration for some months, have obtained plans from Messrs. Little, Adams and Wood, and gone into the question of financing the scheme. They have come to the conclusion that the time for a new pavilion is now ripe. The idea, as you will have gathered, is not merely to have a pavilion, but a two storied building which will meet a somewhat crying need in giving our juniors somewhere to meet and have many of the conveniences of an ordinary club without being put to additional large expense in the way of entrance fees. The plans we have received should meet these requirements. We had originally suggested building on the present site as being the most suitable, but the Government would like to take advantage of a new building going up and take over a portion of this corner to allow the Tramway Company to straighten out its lines. We have therefore to recommend that the site at the corner next to the Hongkong Club be used. The estimate for such a building is roughly \$45,000, but furnishing and other items will take up a considerable sum, so that we ask you to authorise the issue of \$50,000 in debentures. Mr. Hancock has been working in your interests and we think we shall have no great difficulty, considering the object of this Club from a sports point of view, in getting the debentures taken up, although bearing as low a rate of interest in these days as 6 per cent. per annum. I would ask you, however,

to bear in mind that others are more willing to help those who help themselves and I therefore trust that a large number of members, both junior and senior, will take up bonds, which will only bear the value of \$50 each. Your Committee are of opinion that without any addition to subscriptions the Club should easily be able to meet the redemption of the debentures as due in fact I look on it as a safe investment.

The Hon. Secretary will be pleased to take the names of any of those present, should you approve of the scheme, who will be willing to take up debentures.

Before putting a motion to the meeting I shall be pleased to give any further information that I can.

Mr. Sewell said that there were good reasons for the Club to enlarge its premises but unfortunately the proportion of junior members to all the members of the Club was very small indeed and still more unfortunate was the fact that the meeting had been so badly attended when members knew that such an important matter was to be discussed. It did not show that sufficient interest was being taken in the matter. With regard to debentures, Mr. Sewell thought it was the experience of most of the Clubs that borrowed money on debentures that they had eventually to increase the subscription for the redemption of same. At the present time the Club was in a flourishing financial position, but he did not think it likely that it would continue. There was a large influx in the membership during the last year, but he did not think that such would continue in the year to come. The policy of the Club seemed to be construction instead of reconstruction. It was reconstruction that they wanted and he suggested that they proceed on cheaper lines and have a higher standard of sports.

Mr. Hamilton proposed that the new pavilion be constructed on the same lines as the old pavilion. He saw that there were to be a lounge, a reading room and card room. Would it not be a mixed club?

The Chairman replied that with regard to Mr. Sewell's remarks there was no idea of increasing the subscription to meet the expenses of building the new pavilion. They were quite able to meet it without putting up the subscription. They had thought of the new pavilion for many years and he did not agree that the subscriptions would go back. They would go forward. As regards Mr. Hamilton's remarks he thought that the idea was to run the Club much on the same lines as at present. There would certainly be a room for the young men to spend their time in, but that was a thing for the Committee to settle. They could not make a fast rule as to who should go there. He thought it would be rather unfair to ask that. Did Mr. Hamilton suggest that ladies be admitted to the pavilion?

Mr. Hamilton said that that was no.

Mr. Hancock: Or what occasions?

Mr. Hamilton replied that Clubs in the F.M.S. allowed ladies in on all occasions.

Mr. Hancock said that the intention of the Committee was to run the Club as before and wished to know from Mr. Sewell what his ideas on reconstruction were.

Mr. Sewell replied that he meant the reconstruction of sports and not the expenditure of such a large sum of money.

Mr. Hancock said that it was not a question of reconstruction at all. They wanted a bigger building, as the membership was increasing and the Colony was growing the whole time. More members would join. He did not agree that more members would not join the Club.

Mr. Sewell replied that he did not think they would have such a fine financial year as the one they had had. The junior members did not appear to be interested in the Club; otherwise they would have been present. It was absurd to spend such a large sum of money for the Junior Club idea when no interest was shown. They must also take into account the large proportion of older members. They needed better bathing accommodation and a better pavilion, but he did not see the necessity of using so much money.

The Chairman: I beg to propose that this meeting of members of the Hongkong Cricket Club approve the building of a new pavilion.

Mr. R. E. O. Bird: I will second it if the pavilion is run on the lines of the present one.

The Chairman: There is no idea of making it a Junior Club. We need a pavilion with better accommodation to give the young fellows a chance of sitting down. What is your objection?

Mr. Bird: I do not think we should make a cardroom there.

The Chairman: I do not think the pavilion will be up before the next annual meeting. The incoming committee will take your remarks into consideration.

Mr. Bird: I second it on the understanding that the new pavilion will be built on the lines of the old pavilion but on a large scale with new ideas thrown in.

The Chairman: I propose the motion. Is there anyone to second it?

Mr. Bird then proposed an amendment.

Mr. Nisbet: Is there a plan?

The Chairman: Oh yes, we have had it for some time.

Mr. Nisbet: Then I submit that the plan should be approved and the pavilion built in accordance with the plan.

The Chairman: Is there anyone seconding my motion? The feeling of the meeting can be taken in regard to the cardroom.

Mr. Nisbet seconded it.

Mr. Sewell moved an amendment to the effect that the present premises be enlarged on the same lines as they now stood and that all provision be made for bathing accommodation and other accommodation generally, and that an estimate be got and that same be put before another meeting.

As there was no seconder to Mr. Sewell's amendment the Chairman's proposition was put and carried unanimously.

The Chairman: I beg to propose that the Incoming Committee of the Hongkong Cricket Club are hereby authorised to issue Debentures of \$50 each up to the number of one thousand bearing interest at the rate of 6 per cent. per annum. Said Debentures to be redeemable after five years from date of issue by annual drawings. A minimum number of fifty debentures to be redeemed annually, more if funds will allow.

Seconded by Mr. G. M. Shaw, the proposal was carried unanimously.

At a subsequent meeting amendments of the Rules of the Club, referring to membership fees, were approved. The entrance fee is to be \$20 for both playing and non playing members. The subscription is: Playing members, \$24 per year; Non-playing members \$10 per season. Members' shirts must be paid by 15th of each month.

An amendment that non-playing members should pay an entrance fee of \$10 instead of \$20 was rejected.

A vote of thanks was proposed by Mr. Sewell to the Committee and the Secretary for their good work.

COLUMBIA UNIVERSITY MAN

FOR PEKING.  
New York, September 23—Dr. Anandus Graben, eighteen years a professor of paleontology and stratigraphy at Columbia University, has been called to a professorship in Peking University. He will sail for the Far East next month.

NOTICES

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REUTER'S TELEGRAMS.

TURKISH FINANCES.

LED BY ALLIES.

Paris, October 4. The French, British and Italian representatives in the Constantinople Administration of the Ottoman Public Debt have taken over control of Turkish finances and Customs, whose total deficit is over £330,000,000.—Havas.

JAPANESE AMBASSADOR TO FRANCE.

Paris, October 4. President Millerand has officially received Viscount Ishii, who handed over his credential letters.—Havas.

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

CHINESE IMMIGRATION.

Sir,—Judging from some of the remarkable figures given by "Ajax" last evening on the earnings of the vessels of the Canton and Macao Steamboat Company during the recent immigration of Chinese from Canton, someone must have been "pulling his leg." The Company has no vessel licensed to carry 5,000 passengers—in fact, even 3,000 seems a bit over the mark. As for earning \$15,000 to \$20,000 per trip on the second-class passengers, it is absurd, as it is doubtful if 500 (at \$30 per person) could be squeezed together with their luggage into the second-class space of any of the Company's vessels. Also "Ajax" should know that the Chinese passenger and cargo space is farmed out to a syndicate, so it is this syndicate and not the Steamboat Company that "gathers the hay" on the Chinese passengers.

Yours etc.  
SPECTATOR.  
Hongkong, Oct. 6, 1920.

GARAGES CHARGES.

Sir,—"Ajax," in your issue of last evening, has again thought fit to justify the excessive charges for motor rides in Hongkong, but this time he very blandly says it is not fair to compare the charges here with those of Singapore and the Dutch East Indies because the roads in the Island shorten the life of a car; forgetting his previous statement that those complaining of the charges prevailing here should go to Singapore and the Dutch East Indies to experience for themselves the "fabulous" charges for motor trips into the country.

In trying to be clever "Ajax" has hopelessly floundered between the Scylla of Public Opinion and Charybdis of fact, and betrayed his utter ignorance of conditions prevailing in the places to which he referred us in the first instance by way of justification of the expensive charges here.

A little advice to him to refrain from writing of a subject of which he has no or very poor direct knowledge will not be out of place. Should he follow this advice he need have no fear of being contradicted again. My statement of facts has upset his equilibrium.

I have no intention of writing to you again upon the subject and trust he will profit from the advice given.

Yours etc.  
H.C.L.  
Hongkong, Oct. 6, 1920.

LAWN BOWLS.

The final game of the Singles Championship of the Colony will be played on Police Ground on Thursday the 7th inst. at 4 p.m. between J. McLachlan (Taipei) and D. Muir (Kowloon).

The match winners of the League (Kowloon) versus the Rest will take place on Kowloon Greens on Saturday the 16th inst. at 3 p.m.

The Rest are expected to supply one rink from each Club.

The prizes for the League Championship and Open Championship will be presented after the match.

NOTICE.

HONGKONG CORINTHIAN YACHT CLUB.

Members are reminded of the Annual General Meeting to be held in the Club House on Wednesday October 6th at 5.45 p.m. A full attendance is urgently requested for the purpose of passing the resolutions circulated to members and posted on the Club Notice Board.

G. A. BURN.  
Acting Hon. Secretary.

LESSONS IN CHINESE.

MR. H. H. FAN, a Chinese teacher, gives lessons in the Chinese language, reading, writing, and grammar, in the Chinese room of the Club House, 11, Queen's Road Central, Hongkong.

BILLIARDS.

The entries for the above Handicap will close on the 11th October; all entrance fees must be paid in before the drawing takes place. The first prize a silver cup, valued at £150, the second prize a cup presented by Gaudin & Co., and the third prize will be presented by A. S. Watson & Co. These will be on view at the Hotel from to-day. The handicapping and draw will take place on the 12th by a committee, and play will commence on the 15th. In the earliest stages two games will be played nightly, commencing at 6 p.m. and 9 p.m.

R. G. A. VICTORIA v. GARRISON MESS.  
The R. G. A. made a very creditable performance in the Inter-Mess League last evening in beating the Garrison Mess by 5 games to 1. The results of the game were—

R. G. A.  
S. Sgt. Gillard (won.)  
R. S. M. Collins (won.)  
Mr. G. R. Thomas (won.)  
C. S. M. Pragnell (lost.)  
S. Sgt. Davis (won.)  
C. Q. M. S. Rivers (won.)

GARRISON MESS.  
Sgt. Major Carter (lost.)  
Staff Sgt. Marsh (lost.)  
Q. M. S. Stanley (lost.)  
Sgt. Major Stroud (won.)  
Q. M. S. Partridge (lost.)  
Sgt. Scouler (lost.)

The "star" game of the evening was that between Thomas and Stanley, the former showing himself an expert at potting, whilst the latter gave a fine exhibition of nursery cannons. An exciting finish ensued when both players required three for game and Stanley missed an extremely difficult cannon and left the red in a position for potting, from which Thomas never misses.

The winners must be congratulated on gaining the two points, as they were certainly the better team on the evening's play.

MOTOR CAR WRECKED BY TRAIN.

A motor-car came to a stop on a railway level crossing near Swanscombe recently. A passenger train crashed into the front part of the car, which was wrecked. The occupants all miraculously escaped, though they are suffering from shock.

NOTICE.

CONSELHO DE ADMINISTRACAO DAS OBRAS DOS PORTOS DE MACAU.

It is hereby notified that on the 13th October at 3 p.m. in the Harbour Works Department, Macao, a verbal tender will be called-up for discharging dredging products transported by lighters for reclamation ground purpose. Chinese process, dumping with water the place to reclaim and elevate the sampans with the material to it.

The total cubic meters to transport will be about three hundred thousand and the daily average work should be approximately one thousand five hundred.

The programme of the tender and the respective specifications are patent in the Harbour Works Department, Macao, any day, Sundays excepted, during office hours.

Macao, 30th September, 1920.

HUGO F. DE CAERED

The Secretary.

NOTICE.

LADIES' RECREATION CLUB.

The American Mixed Doubles Sealed Handicap Tournament which could not be played on Saturday October 2nd 1920 on account of rain has been postponed till Saturday 13th Nov. Additional entries will be accepted by the Hon. Secretary or the No. 1 Boy at the Club House up to Saturday Nov. 6th.

DOROTHY DIGBY.  
Hon. Secretary.

NOTICE.

HONGKONG JOCKEY CLUB.

Members are hereby notified that the "Larsen" Subscription Grifins ordered for subscribing Members have been shipped from Tientsin per s.s. "Chip Shing" and are due to arrive here tomorrow, Thursday morning 7th instant, and will be drawn for the same evening at 5.30 p.m. at the Jockey Club Stables.

R. J. PATERSON.  
- Clerk of the Course.  
Hongkong, 6th October, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

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Consignees per Co's Steamer "JASON"

From NEW YORK via SUEZ.

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 6th October. Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period. No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 12th Oct. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 26th October, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.  
Hongkong, 6th October 1920.

NOTICE.

HONGKONG GYMKHANA CLUB.

The Fourth Gymkhana Meeting will be held (weather permitting) at the Happy Valley on Saturday, October 9th commencing at 3.30 p.m. The charge for admission will be £1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform half price. The Committee invite the Ladies of Hongkong to be present.

NOTICE.

THE CANTON INSURANCE OFFICE LIMITED.

Shareholders are reminded of the Extraordinary General Meeting of the Members of THE CANTON INSURANCE OFFICE LIMITED to be held on Thursday the 7th day of October 1920 at 12 o'clock noon at the offices of Messrs. Jardine Matheson & Co., Ltd., the General Agents of the Company at No. 16 Pedder Street, Victoria Hongkong for the purpose of considering and if thought fit confirming as a Special Resolution the Resolution set out hereunder which was passed at the Extraordinary General Meeting of the Members of the Company held on the 31st day of September 1920—

"That the new Articles contained in the printed documents submitted to the Meeting and for the purpose of the identification subscribed by the Chairman thereof be and the same are hereby approved, and that such new Articles be and they are hereby adopted as the Articles of the Company in substitution for, and to the exclusion of, all the existing Articles thereof."

Dated this 1st day of October, 1920.  
JARDINE MATHESON & CO., LTD.  
General Agents.

NOTICE.

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall on Thursday the 14th October 1920, at 5.30 p.m. for the purpose of receiving the Annual Report and Accounts for the year ending 31st August 1920, electing office bearers for the ensuing year, etc.

R. J. PATERSON.  
Acting Hon. Secretary.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road.  
Opposite the University  
Tel. No. 732. P.O. Box, 593.

Principal  
JOHN P. JONES, B.Sc., M.E. Min.  
The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations. New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations. Private tuition can also be had in these subjects. Prospectus on application.

You can depend

upon receiving prompt and courteous service when you place your order with The Queen's Dispensary for Drugs and Pharmaceuticals.

You can also depend upon our prices being the lowest, consistent with quality, which is our first care.

QUEEN'S DISPENSARY

Harper & Co., Ltd.  
Tel. 492. St. George's Building.

NOTICE.

UNIVERSITY OF HONGKONG.

"Matriculation, Senior and Junior Local Examinations." Notice is hereby given that the above Examinations will commence on Monday, December 13th, 1920.

Forms of entry and all particulars can be obtained on application to the Registrar, The University, Hongkong. Each entry form, duly filled in, must reach the Registrar together with the fee (Ten Dollars, Hongkong Currency) on or before October 15th, 1920.

Copies of past examinations papers, including those set in July 1920, can be obtained from the General Office of the University. Price 50 Cents per copy.

N. TEESDALE MACKINTOSH, Registrar.

OFFICIAL NOTICE

Proposal to change a ship's name.

I, Fredrick George Trobridge, as Managing Director of The China Mining & Metal Co., Ltd., of 15 Queen's Road Central, in the Colony of Hongkong hereby give notice that in consequence of the inconvenience at present existing, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the steam launch "Dairy" of Hongkong, official number 128,698, of gross tonnage 11.24, registered tonnage 11.72, heretofore owned by the Dairy Farm Company Ltd., Wyndham Street, Hongkong, and the Steam Laundry Co., Ltd., Dundas Street, Mongkok, Hongkong, for permission to change her name to "STIBNITE" and to have her registered in the new name at the Port of Hongkong as owned by The China Mining & Metal Co., Ltd., of 15 Queen's Road Central Hongkong.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days of the appearance of this advertisement.

Dated at Hongkong this 30th day of September 1920.  
(Signed) FREDRICK GEORGE TROBRIDGE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.  
The Undersigned resumes charge from this date.  
By Order of the Board,  
C. MONTAGUE EDE,  
General Manager.  
Hongkong, 5th October, 1920.

BRITISH TRADERS' INSURANCE CO., LTD.

NOTICE.  
The Undersigned resumes charge from this date.  
By Order of the Board,  
C. MONTAGUE EDE,  
General Manager.  
Hongkong, 5th October, 1920.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.  
The Undersigned resumes charge from this date.  
By Order of the Board,  
C. MONTAGUE EDE,  
General Manager.  
Hongkong, 5th October, 1920.

NEW ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Saturday, the 9th. October, 1920, commencing at 11 a.m. at their Sales Rooms, Duddell Street

A Quantity of Congoleum (Linoleum)

On view now.  
Terms: Cash on delivery.  
LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 8th. October 1920, commencing at 11 a.m. at their Sales Rooms, Duddell Street.

A Quantity of Woolen & Tweed Suit Lengths and Overcoatings

And 20 Pairs Gent's Boots & Shoes

Terms: Cash on delivery  
On view from Thursday, the 7th. inst.  
LAMMERT BROS., Auctioneers.

FOR SALE.

Very Valuable Chinese Porcelains and Curios—Comprising—

- 2 Very fine Celadon Vases, Sung.
- 2 Very fine 3-coloured Jars, Sung.
- 1 Pair Very fine Porcelain Vases Sung.
- 1 Pair Very fine Wood Carvings, Ming.
- 2 Very fine Stone Statues, Har.
- 1 Very fine Blue & white vase, Ming.
- 1 Very fine 2-coloured Jar, Sung.
- 1 Very fine Celadon Jar, Sung.
- 1 Very fine Porcelain Ornament, Sung.
- 1 Very fine 2-coloured Jar, Ming.
- 1 Very fine Blue & white Vase with peach bloom decorations, Yungching.
- 1 Very fine porcelain jar, Sung.
- 1 Very fine Celadon Jar, Sung.
- 1 Very fine Celadon Bowl, Sung.
- 1 Very fine Pottery ornament, Sung.
- 1 Very fine Powder Blue Vase with 5-coloured decorations, Kanghi.

N.B.—The above may be viewed between 9 a.m. to 5 p.m. at Messrs. LAMMERT BROS., No. 3 Duddell Street.

FOR SALE.

MILNER'S SAFES

APPLY TO

LAMMERT BROS., Duddell Street.

FOR SALE.

The U. S. S. SAMAR will be sold at the U. S. Navy Purchasing Office, No. 21 Whampoa Road, Shanghai, China, by sealed proposals to be opened at 10 a.m. on December 20, 1920.

The SAMAR was built at Cavite, P. I., in 1883. Length 121 feet, Beam 17 feet 10 inches. Mean draft 7 ft. Displacement when in commission 243 Tons.

The vessel will be ready for inspection on September 10th. Appraised value \$28,000.00 U. S. Currency. Further information and blank proposals may be had by applying to the U. S. Navy Purchasing Office.

WANTED.

WANTED.—Englishman with 15 years' experience in Shipping, Correspondence and general office work, seeks position with Mercantile firm. No objection to outposts. Please reply to Box 454 c/o "Hongkong Telegraph."

WANTED.—Britisher, arriving in the Colony on or about the 8th instant desire board and residence; Hongkong side preferred. Address replies to Box 453 c/o "Hongkong Telegraph."

WANTED.—Intelligent, energetic Chinese Agent to solicit Life Insurance business. Must furnish good references. Apply: giving past experience, to Box 453 c/o "Hongkong Telegraph."

FOR SALE

"BIGTON" (127 Feet) Plantation Road with Tennis Court. Total area 54,000 sq. ft. Greater part level ground available for additional building without encroaching on tennis court. Possession of land can be had immediately, house not spring. Apply JOHNSON STOKES & MASTER, Prince's Building.

FOR SALE.—Two Lancashire Boilers, length 23 feet, diameter of furnaces (two) 3 feet. Working pressure 100 lbs per sq. inch. Constructed by Messrs Lindsay, Burnet & Co., Govan, Glasgow. In good order and condition. Complete set of fittings with each boiler. Apply Butterfield & Swire, Hongkong.

THE CHINA SPECIE BANK LTD.

HEAD OFFICE: St. George's Building, Hongkong.  
Chairman of Board of Directors: Mr. Wong Shin Han.  
Chief Manager: Mr. L. S. Holm.  
Asst. Manager: Mr. K. T. Wong.  
Foreign exchange and general banking business transacted.  
Current, Savings, and Fixed deposits bear interest at rates 2%, 4% and 5% respectively.  
L. S. HOLM, Chief Manager.

NOTICE.

ROYAL HONGKONG GOLF CLUB.

Bank Holiday, Monday, 11th October. There will be a Mixed Foursomes Competition in the afternoon on the Old Course, Fanning, Medal Play, Half combined handicaps, post entries. Players to arrange own match. Entrance fee \$1 each pair. Start at 1.32 p.m.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 14th. Oct. 1920, commencing at 2.30 p.m. at their Sales Rooms, Duddell Street

A Quantity of Valuable Household Furniture Comprising—Blackwood chairs, tapestries, tables, flower stands & stools, tapestry covered couch & easy chairs, card table, writing tables, ornaments, pictures, brass tender & fire brasses, carpets, rugs etc. etc.

Teak extension dining table and chairs, teak sideboard with bevelled mirror, teak dinner wagon, occasional tables, teak overmantel, electric table fans etc. etc.  
Double & single brass mounted iron & teak bedsteads, teak dressing table, washstand, chest of drawers, toilet set etc. etc.

Also  
1 12-bore Sporting Gun  
1 16-bore Sporting Gun  
1 Motor Bicycle

On view from Wednesday, the 13th. inst.

Catalogue will be issued.  
Terms: Cash on delivery.  
LAMMERT BROS., Auctioneers.

MUSTARD & CO.

Connaught Rd. Central

Telephone No. 1186.

FIRE

EXTINGUISHERS.

PYRENE FIRE EXTINGUISHERS.

A hand device, simple pump operation. For household, office, motor cars and electrical work. A harmless and non-damaging liquid used. Stocks and refills carried.

CHEMICAL FIRE ENGINES.

Tested to 350 pounds, portable hand operation, capacity 40 gallons. Stocks carried. Quotations given for motor appliances by well-known makers.

BOYD'S FIRE EXTINGUISHERS.

Manufactured in two sizes, 3 and 5 gallons. Copper inlet, tested to 300 pounds. All approved extinguishers. For ships, warehouses, godowns, etc. Stocks carried.

SOLE AGENTS IN CHINA, HONGKONG AND MALACCA



## THE MERCURY GARAGE CO.

FOR  
GOOD CARS  
PROMPT SERVICE  
REASONABLE CHARGES,  
CAREFUL DRIVERS.  
TELEPHONE: 977.

## YEE SANG FAT CO.

A Complete Line

New Season Goods  
JUST ARRIVED

LOCAL WEDDING.  
WODEHOUSE-MACFARLANE.

A wedding of very considerable social interest took place at St. John's Cathedral this afternoon, in the presence of a large gathering of leading residents of the Colony, the contracting parties being Mr. P. P. J. Wodehouse, C.I.E., Captain Superintendent of Police (son of Mr. Henry Ernest Wodehouse, C.M.G. and grandson of the late Colonel Philip Wodehouse, 15th Hussars) and Laura Gertrude Macfarlane, widow of the late Dr. Harold Macfarlane and daughter of the late Rev. X. Peel Massey, of Colinton, Edinburgh. The Rev. V. H. Coppley Moyle was the officiating clergyman.

The bride, who was given away by His Excellency Sir Edward Stubbs, K.C.M.G., was attended by Mrs. F. C. Jenkin as Matron of Honour, whilst Mr. R. L. D. Wodehouse (the bridegroom's brother) discharged the duties of "best man."

Subsequent to the ceremony, a reception was held at Government House, which was largely attended and at which the customary speeches were delivered and Mr. and Mrs. Wodehouse received the congratulations of their many friends.

The honeymoon is being spent at Repulse Bay.

Among the invited guests were: His Excellency Major-General Ventris, C.B., Commodore and Mrs. Bowden-Smith, Pay-Lieut. Commander Stern, R.N., Mr. R. L. D. Wodehouse, Mr. and Mrs. Miss Baker, Commander C. W. Beckwith, R.N., Mr. D. Burlingham, Mr. L. H. V. Booth, His Honour Mr. Justice Gompertz and Mrs. Gompertz, Hon. Mr. A. G. M. Fletcher, C.B.E., Hon. Mr. E. R. Hallifax, O.B.E., Hon. Mr. J. H. Kemp, C.B.E., Dr. F. T. C. Johnson, Dr. and Mrs. Jordan, Mr. and Mrs. King, Dr. W. B. M. Moore, Mr. and Mrs. Nisbet, Dr. and Mrs. Pearce, Mrs. Cowling, Mr. and Mrs. Sayer, Hon. Mr. D. T. Tatham, Mr. C. D. Melbourn, Hon. Mr. E. A. Irving, Mr. G. N. Orme, Mr. and Mrs. Winslow, Mr. and Mrs. Jenkin, Mr. A. E. Wood, His Honour Mr. Justice Wood, Major C. Willson, O.B.E., Mr. and Mrs. Ball, Hon. Mr. and Mrs. Chatham, Lieut. Commander P. Kilgour, R.N., Major and Mrs. Bagnall, Major T. M. Wakefield, D.S.O., Major Downing, D.S.O., Mr. and Mrs. McElderry, Capt. H. E. Murray, Capt. McConnell, Capt. and Mrs. Gray, Mr. and Mrs. N. L. Watson, Mr. and Mrs. Richard Hancock, Mr. and Mrs. Berrington, Mr. G. M. Young, Mr. and Mrs. Edkins, Mr.

and Mrs. Lafrentz, Dr. and Mrs. Harston, Dr. and Mrs. Marriott, Dr. and Mrs. Black, Dr. and Mrs. Koch, Mr. A. H. Barlow, Mr. A. M. D. Wallace, M.C., Mr. J. H. Ramsay, Mr. R. A. Green, M.C., Mr. T. W. Doyle, Mr. and Mrs. Leith, Mr. N. S. Marshall, Hon. Mr. John Johnstone, Mr. and Mrs. Maistland, Hon. Mr. and Mrs. Parr, Mr. W. D. Kraft, Mr. J. Bentley, Mr. C. E. H. Beavis, Mr. E. J. Grist, Mr. and Mrs. Ede, Mrs. Macgregor, Mr. and Mrs. Moxon, Dr. and Mrs. Forsyth, Mr. and Mrs. W. C. D. Turner, Mr. V. M. Grayburn, Mr. G. S. Archbutt, Mr. J. Macdonald, Mr. P. A. Cox, O.B.E., Mr. and Mrs. George Dodwell, Mr. A. O. Lang, Mr. and Mrs. Sim, Mr. J. Hooper, Hon. Mr. and Mrs. Lowe and Miss Lowe, Mr. J. Van Rees, Mr. and Mrs. Compton, Mr. F. S. Harrison, Capt. and Mrs. Oliver, Mr. and Mrs. Manning, Mr. and Mrs. Crockett, Mr. Perkins, Mr. and Mrs. Carroll, Mr. and Mrs. Morgan, Major and Mrs. Timmis, Major and Mrs. Greenaway, Mr. and Mrs. Lander, Mr. and Mrs. Morrison, Mr. E. W. Hamilton, Mr. and Mrs. Carrie, Col. and Mrs. Loring, Mr. M. H. Turner, Mr. C. A. Peel, Mr. G. Miskin, Mr. C. Blaker, Col. and Mrs. Taylor, Col. and Mrs. Humphry, Mr. T. W. Hill, M.C., Mr. E. Davidson, Mr. A. Crew, Mr. and Mrs. Tinson, Major and Mrs. L.G. Bird, Mr. and Mrs. Shaw, Mr. and Mrs. Orniston, Lieut. Col. and Mrs. Crosse, Lieut. Col. Nicholson, C.M.G., D.S.O., Capt. and Mrs. Havelock Davies, Miss Starkey, Mr. and Mrs. Misses Denison, Col. and Mrs. Wyndham, Col. and Mrs. Miss Young, Capt. and Mrs. Carrington, Mrs. and Miss Gurner, Mr. and Mrs. Agassiz, Lieut. C. Hake, R.N.R., etc.

## IS THIS YOUR TROUBLE?

A little trouble, quite easily remedied if dealt with in the right way, is the cause of much of the irritability, gloom, and that general sense of "out-of-sorts-ness" which habitually afflict many people. The trouble is constipation; its remedy is Pinkettes, the little laxatives, which, whilst wonderfully efficient, neither gripe nor purge.

If you are constipated, bilious, liverish, have sick headaches, coated tongue, foul breath, try Pinkettes TO-NIGHT, and see how much better you will feel to-morrow morning. Pinkettes also prevent diarrhoea and dysentery and relieve Piles. Obtainable from dealers, or at 60 cents the vial, post free, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

BANQUE INDUSTRIELLE  
DE CHINE

(A FRENCH BANK)

Capital Paid-Up and Surplus  
Fr. 105,000,000.00

The organisation of the Bank enables it open CURRENT ACCOUNTS, SAVING ACCOUNTS and Fixed DEPOSIT ACCOUNTS in LOCAL CURRENCY and

ANY FOREIGN CURRENCY.  
These accounts may be converted

AT ANY TIME WITHOUT  
ANY CHARGE

in  
ANY OTHER CURRENCY.

Apply for terms and particulars  
HONGKONG BRANCH

Queen's Building, 5, Chater Road.

## DAIRY FARM NEWS.

## SAUSAGES

Pork Sausages  
Beef "  
Liver "  
Bologna "  
Brawn "

Made daily

## TODAY'S SPECIALITY

Frankfurter Sausage

THE DAIRY FARM, ICE & COLD STORAGE  
COMPANY, LIMITED.

## NOTICES

## J. T. SHAW

## STETSON HATS

FOR STYLE  
QUALITY  
SERVICE

LET YOUR NEXT HAT  
BE A STETSON

There is no other hat made  
that gives the wearer quite  
the same amount of pleasure  
in his personal appearance  
UNIQUE SELECTION TO  
CHOOSE FROM.

SPECIALIST IN MEN'S WEAR  
NEXT DOOR HONGKONG HOTEL.

**Powell Ltd**  
TELEPHONE 346

## TRAVELLING REQUISITES

OF EVERY DESCRIPTION.

ATTACHE CASES COMPRESSED FIBRE TRUNKS  
SQUARE BAGS CABIN TRUNKS  
BONNET BOXES DRESS CASES  
VISITING CASES SUIT CASES

ALL WOOL RUGS, ETC. ETC.

GENTS' COMPLETE OUTFITTERS.

THE  
COMPACTO-PHONEA PORTABLE  
GRAMOPHONE.Just what you  
require for

LAUNCH PARTIES  
GARDEN PARTIES  
CAMPING OUT Etc.

Lid holds 12  
records.

Price \$36.00

THE ANDERSON MUSIC CO., LTD.

15, Des Voeux Road.

Telephone 1122.

## COCKTAILS.

CALDBECK'S MANHATTAN  
CALDBECK'S VERMOUTH  
CALDBECK'S GIN  
CALDBECK'S MARTINI

Sirdir Lime Juice Cordial

and

Brooke's Lemon Squash "Lemos"

CALDBECK, MACGREGOR &amp; CO., LTD.

15 Queen's Road Central.

(Telephone No. 79).

WHEN YOU THINK OF  
BETTER SOUP & PUDDINGS

THINK OF

THE HING WAH PASTE MFG. CO. LTD.

(No. 47-48 Connaught Road Central, Hongkong)  
MANUFACTURERS

OF  
MACARONI, VERMICELLI, PASTE  
STARS, EGG NOODLES &c.

RING UP—2222

## AVIATION NOTES.

[BY "METEORITE"]

In a speech delivered to Government officials and other prominent personages at Hanoi, M. Painleve, who recently proceeded from here to Indo-China in a seaplane piloted by Mr. Ricou, gave his impressions of his aerial trip, which he described as being a very enjoyable one. His feeling when in the plane was one of security, and he expressed the hope that the enterprise which Mr. Ricou has exerted for China would be extended to Indo-China where there is a promising field for commercial and transport aviation.

Mr. Ricou returned to the Colony last week after accomplishing, I understand, a successful trip from Indo-China in his big seaplane. He will be going North in a few days.

The dispatching of mails from London to Hongkong and the Far East being a very uncertain business, it is reported that the British Postal authorities have under consideration a scheme of dispatching mails from London direct to Marseilles by aeroplane. On arrival at the French port the mails will be taken aboard the first P. and O. or Blue Funnel vessel that is available. A considerable saving in time will be effected when this scheme is put into commission.

A telegram received from Singapore states that M. Poulet

the French aviator who attempted the flight to Australia, was wounded more seriously than had been supposed in the recent accident he suffered at Singapore. He is still in Hospital where he is to undergo an operation.

In the present big demand for aeroplanes in China there are great opportunities for British manufacturers if only they are allowed to develop business on their own lines, unhampered by the kid-glove methods of the British Government. It would appear that objection was laid on the ground that the machines wanted by the Peking Government are for military use, and a restriction was accordingly placed on the business of the aviation concerns. This action was simply imposing a handicap on the efforts of British agencies in China in the present serious competition they are meeting from foreign concerns who are not so scrupulous in regard to the use of the machines so long as they can be disposed of with profit.

The interest taken by the Burmese in the possibilities of commercial aviation has resulted in the first aviation company being registered at Rangoon with a nominal capital of one million rupees. The objects of the Company are to acquire aircraft, carry on passenger services and commercial transport of every description.

A party of Military Officers attached to Uncle Sam's Army

are on their way, by aeroplanes from New York to Nome, Alaska, a distance of about 4,000 miles, ostensibly with a view to a survey for the purpose of establishing an Aerial Mail Service. Military considerations are also being taken into account. Four aeroplanes are being used for the trip, which is not in the nature of a speed record, the day's flight being limited to 350 miles. Part of the flight will be over Canadian territory, and the U.S. Government has agreed to present to the Canadian authorities a complete collection of all photographs and maps taken by the officers relating to that part of the Dominion surveyed by them. It is anticipated that photographs will at length be available of Alaskan and Canadian country never previously visited by white men. The main object of the expedition is to demonstrate that the mails may be conveyed from New York to Alaska in 30 days as compared with the 30 days now occupied in the journey, but it is suggested that the U.S.A. military authorities are really interested in establishing the most direct aerial route to the Far East, and the aeroplanes on arrival at Nome will fly to Cape Prince of Wales, a distance of 100 miles and within easy distance of Asia.

JAPANESE SENTENCED.  
Tokyo, September 21.—Two Japanese were to-day sentenced to ten years imprisonment after conviction on charges of attempting to sell naval documents to Americans.



## PACIFIC SHIPPING.

# CPLOS

## SAILINGS

**HONGKONG TO VANCOUVER**  
via Shanghai, Nagasaki ("Moji") Kobe & Yokohama.

Steamer	From Hongkong	Due Vancouver
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3
Monteagle	Dec. 31	Jan. 24
Empress of Asia	Jan. 13	Jan. 31
Empress of Japan	Jan. 19	Feb. 9
Empress of Russia	Feb. 10	Feb. 23
Empress of Japan	Mar. 15	Apr. 5
Empress of Asia	Mar. 31	Apr. 18

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing several months in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable from Hongkong to Europe. Frequent sailings from Montreal to Liverpool, London and Antwerp. Passage orders covering all such reservations will be issued here.

For fares and other information please apply to  
**HONGKONG OFFICE,**  
141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 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## UNITED SERVICES FOOTBALL LEAGUE.

### ANNUAL MEETING.

The annual meeting of the Hongkong United Services Football League was held last night in the Victoria Barracks. As both the President and Vice-President were absent, Mr. Birkenshaw was elected to the chair.

Mt. Gunner May R.G.A. gave his annual report, as follows:—Gentlemen, in presenting to you my report on the U. S. League season of 1919-20, I wish to say that owing to the very short period of the League, the season was not so successful as was expected. Owing to the late arrival of the ships on the station, it was not until January 14th, that a start could be made in the League. Eight Service teams entered, six naval and two military, and owing to the late start, it was decided that only Service teams should be allowed to compete. The Carlisle, who headed the League, received early orders to leave for the north, and they played their last match on Feb. 16th, so that you will notice that only four weeks' play was possible with all the League teams on the station. In the four weeks the Carlisle rushed through 12 matches, which no doubt greatly altered the standard of play usually seen between Service teams. However, the men of the Carlisle are to be congratulated for trying so hard to complete their League programme before leaving for the north. Carlisle played 13 and won 7, Tamar played 10 and won 7, Hawkins played 8 and won 5, Wilts played 11 and won 5, Ambrose (A) played 10 and won 3, Ambrose (B) played 9 and won 1, Marazion played 10 and won 1. In accordance with Rule No 10 of the League, the Carlisle were declared the winners of the League.

Referees.—At the annual meeting it was also decided that the League should run its own Referees' Board to deal with all questions affecting referees for the season. Mr. Birkenshaw R. N. was appointed Hon.

Sec. and carried out his duties exceedingly well.

On the arrival of the Titania and her submarines, and the military drafts, an exhibition match was played on the H.K.F.C. ground for the benefit of the League and resulted in the sum of \$22.50 being added to the funds. The H.K.F.C. generously lent their ground and stand free for the occasion, and our best thanks are due to them for this favour. The Balance Sheet shows a credit of \$20.77.

In conclusion, gentlemen, I wish to bring to your notice that at the annual meeting of the H.K.F.C. held in May last, a resolution was passed stating that Rule No. 2 of the Association should be strictly enforced. This is the rule regarding affiliation to the H.K. Association.

The report was heartily received and a vote of thanks accorded Mt. Gunner May for his services.

The election of officers for the coming season resulted as follows: President, the General Officer Commanding; Vice-President, the Commander; Chairman, Major Timmis; 2nd Vt. Vice-Chairman, Mr. Jarvis (Mate) R.N.; H. M. S. Ambrose; Hon. Sec. Mt. Gunner May; Referees' Sec., Mr. Birkenshaw; Also on the Board, Major Timmis and Chief Stoker Drayton of the Carlisle.

The entries for the forthcoming season are to be sent to Mt. Gunner May not later than the 25th of this month. If enough entries are received it may be possible to form First and Second Divisions, but it will hardly be possible to allow civilian teams to enter again this season, as the H. K. League will be on until the 26th Feb. next, for the First Division, and the end of March for the Second Division. The U. S. League will be played by mid-week fixtures. The Naval portion also having to play off the Naval League fixtures, and the Small Boats League also being in progress, the teams entered from the Services will have their hands full to complete their matches. Then again the grounds will not be available as early as was expected. Up to the present the probable entries are.—Ambrose,

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### CONSIGNEES.

#### NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From TACOMA via JAPAN PORTS & MANILA.

The Company's Steamship

"ARIZONA MARU"

having arrived from the above ports. Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed. Goods not cleared by the 10th inst. will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors. Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All Claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA, Y. YASUDA, Manager.

Hongkong, 4th October, 1920.

Tamar, Carlisle, Curlew, Wilts, R.E. and Staff, and Departments. The secretaries are asked to send in the applications as soon as possible, stating whether they are desirous of entering the First or Second Division League. The entrance fee will be the same as last season, \$15.

The one difficulty seems up to the present to be the scarcity of referees. Surely there are plenty of old players who will take on the job, granted that at the best of times it is one of the most thankless jobs of all sporting games. If there are any gentlemen in the Colony who are willing to referee they are again asked to send their names along to the Referees' Secretary, Mt. Gunner May, for the H.K. League, or to Mr. Birkenshaw of H.M.S. Ambrose, for the United Services League.

Last season the U. S. League had a Referees' Board meeting and a lecture was given the candidates on the game in general, by black board and chessmen, questions were asked and answered. May we suggest that before the League starts, someone of the League officials call a public football meeting for all players and officials and give a football lecture. There are lots of splendid players who can always be told lots of things on the rules of the game.

### CONSIGNEES.

#### NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer

"HELENUS."

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 5th October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 11th Oct. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 25th Oct. or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 5th October, 1920.

#### NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The Steamship

"HAROLD DOLLAR"

having arrived from New York via Vancouver, B.C. and ports on October 3rd, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co. and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Thursday October 7th, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.15 p.m. Thursday October 7th, 1920.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized.

No claims will be admitted after the goods have left the Godowns.

All goods remaining after October 10th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignatures.

THE ROBERT DOLLAR CO.

Agents.

Hongkong, 4th. October, 1920.

### CONSIGNEES.

#### NOTICE TO CONSIGNEES.

THE STEAMSHIP

"AFRICA"

From TRIESTE, VENICE, PORT SAID, COLOMBO, PENANG & SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. or they will be subject to rent.

All claims against the steamer must be presented to the Under- signed on or before the 18th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,

Agents,

Hongkong, 5th October, 1920.

TOYO KISEN KAISHA.

#### NOTICE TO CONSIGNEES.

S. S. "SIBERIA MARU"

From SAN FRANCISCO via HONOLULU, JAPAN PORTS & MANILA.

The above named Steamer having arrived, on Sunday, the 3rd Oct, 1920, consignees of cargo are hereby notified to present their Bills of Lading for countersignatures, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Sunday the 20th Oct. 1920.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Wednesday the 13th October, at 11 a.m.

No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI,

Manager.

Hongkong, 3rd October, 1920.

### SHIPPING.

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Regular monthly service between Japan ports, Shanghai, Hongkong and Manila and Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
BAARN	October	Amsterdam & Hamburg	15th Oct.
TJIMANGOEK	October	Rotterdam & Hamburg	25th Oct.
KANGAEAN	November	Amsterdam & Hamburg	23rd Nov.
ALCHIBA	December	Rotterdam & Hamburg	20th Dec.
BORNEO	January	Amsterdam & Hamburg	21st Jan.

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General Agents, York Building.

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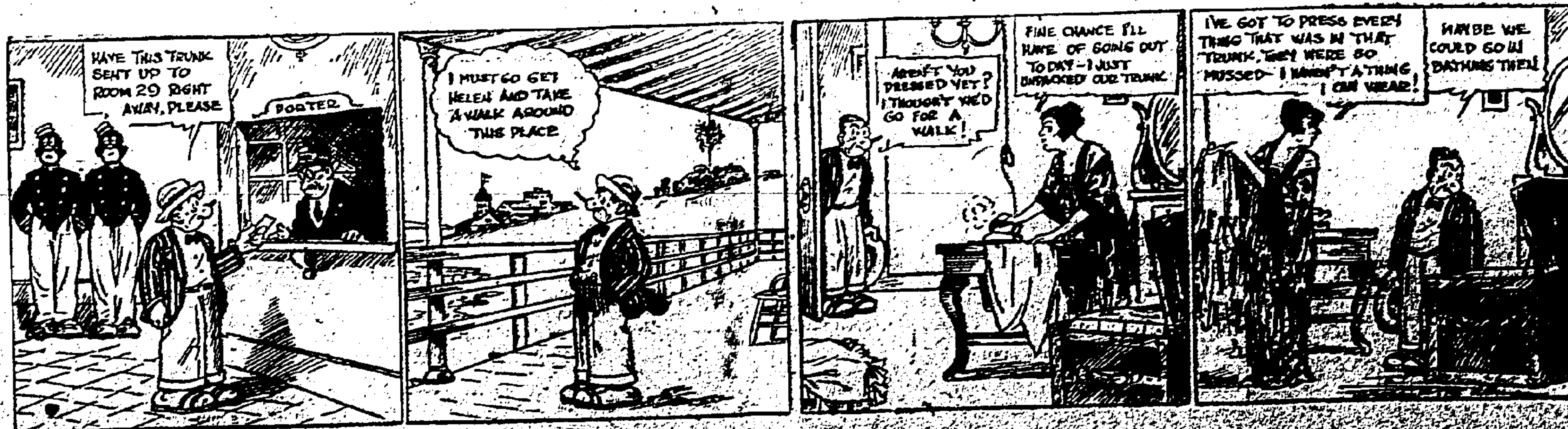
THORESEN & CO.,

AGENTS.

### DOINGS OF THE DUFFS.

Helen Spends the First Day in Her Room.

BY ALLMAN.





In this changeable weather  
Beware of a chill—

## Carry a phial of WATSON'S GOLD CURE TABLETS.

A sure preventive.  
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A.S. WATSON & CO., LTD.  
THE HONGKONG DISPENSARY.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)  
The rate per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamien, Canton, who are our agents there.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 6, 1920.

### AN APPEAL.

We fear that up to date there has not been a very keen realisation on the part of Hongkong's foreign community of the seriousness of the famine that is now bearing with great hardship on the many millions of Chinese in the northern provinces of Honan, Chihli and Shantung. But the appeal that has been made at Home by Bishop White, of Honan, who is Home for the Lambeth Conference, and which was cabled out by Reuter yesterday, cannot have failed to interest many who were possibly ignorant before. Just let us give one or two facts about the famine—facts that were forwarded to us a short while ago by our own correspondent at Peking. He told that the present disaster is greater than anything that has occurred since 1857 and in the three provinces there is an area of no less than 90,000,000 square miles affected. The famine is due to long drought and the lack of adequate irrigation facilities—a matter that was referred to by Bishop White in his appeal. The people affected number anything from 30,000,000 to 40,000,000 (about the population of the British Isles), and conservative estimates place the amount required to provide adequate relief at \$200,000,000. These are large figures, which fail altogether to give a proper idea. We are told that people are fighting death by eating leaves and the bark of trees and selling their daughters for a hundred cash. Well might Bishop White dwell, in the words of Reuter, on the horrors of the situation.

We made enquiries yesterday as to what was being done in Hongkong and we were glad to be informed that the Tung Wah Hospital (ever to the fore in well-doing) and the Chinese Chamber of Commerce have already collected and remitted \$45,000 to the Famine International Relief Committee. Collections among the native community of the Colony are still going on, and it is hoped that another goodly sum will yet be sent. But what are foreigners in Hongkong doing? Publicly, nothing. These millions of starving men and women are of the race with which we deal daily and it can rightly be said that they have a claim upon our sympathies over and beyond the ordinary humane sympathies that would be engendered by the knowledge of disaster anywhere. In Shanghai and other northern ports quite a deal has been done to raise money; the International Relief Commission has been organised with a view to raising funds and having food properly distributed. Hongkong could help in that merciful task and we fully believe that it would if its residents had a true idea of the appalling conditions that face millions of destitute people. At Home the Hongkong and Shanghai Banking Corporation is receiving subscriptions and forwarding them to China. Could not something of the same thing be done here? We earnestly suggest that the Committee of the Chamber of Commerce should issue an appeal and open a fund and that there be some organisation of effort in order to make possible a demonstration of Hongkong's wonted generosity. Hongkong has put its hand deeply into its pocket before and it would only strengthen the bond of friendship between the business community and the Chinese if it did so again.

Our northern correspondent has taken the Chinese Government to task for contenting itself with the issuing of a mandate, and accuses the officials in Peking of indifference. He says that the one great hope is that the foreign community in China, through the Diplomatic Corps, will galvanise the Chinese Government into more effective action. True, the famine is the result of inefficient administration. The much-needed irrigation scheme, mooted for years, has been shelved time and again because the authorities have been too busy quarrelling among themselves to attend to it. Whilst uttering that note of censure we must not forget that even now nearly 40,000,000 human beings are in dire want. Whilst putting the blame where blame is due let us think of the unhappy victims—the poor, honest people of the soil who have been driven into desperate straits through circumstances over which they had no control. There is still plenty of time to help, though it has been rightly said that he who gives quickly gives twice. Is Hongkong coming forward to help? The Chinese of the Colony have done and still doing what they can. To the foreign residents we say "It's your turn to help, too."

### NOTES & COMMENTS.

#### KOWLOON MEETING-PLACE.

We are going to pen a few words regarding the necessity of a meeting-place in Kowloon for gatherings of the character that took place on Monday evening, when members of the K.R.A. assembled to hear an account of the Association's proposals regarding matters of moment to the general community. It was indicated at that meeting that, in consequence of the impossibility of securing a hall on the Kowloon side, the meetings of the Committee of this Association have had to be held in the office of one of the members in Pongkong, and that permission to use the British School for Monday's gathering was rather tardily given, the Government expressing the hope that other arrangements would be made in the future. The Government attitude is that it is undesirable that educational buildings should be used for purposes, but so far as we are aware, it has not indicated wherein the undesirability lies. Now, it will, we think, be admitted that the K.R.A. is a body which is assisting the Government, not obstructing it, and on that very ground the authorities, so far from putting obstacles in the Association's way, ought to act on the principle that one good turn deserves another. We can, of course, conceive types of meetings which it would be wholly undesirable to permit in any Government-owned building, but surely no school-room could be put to better use out of school hours than that of facilitating and encouraging a practical interest in local affairs.

#### GOVERNMENT AND PUBLIC.

After all, each case should be judged on its merits, and if the Government believes, as it professes to do, that this Association is doing a really useful work, it ought to remove without delay the suspicion it has created that there is anything "undesirable" about these K.R.A. meetings. When all is said and done, Government school is a public building; in other words, it belongs to the public. For that reason, if the public wants to use it for a specific purpose (and the K.R.A. is the only representative public body which Kowloon has), then surely it is the duty of the Government to concede the demand. The K.R.A. urges the provision of a Public Hall for Kowloon, and, in the meantime, that existing restrictions on available buildings be removed. It is on good ground in making that demand. Incidentally, we would call the Government's attention to the fact that at Home the Council Schools are always available after school hours even for party political meetings—though the orators may damn with heart and soul the very Government which nominally owns the buildings. The educational authorities have no scruples as to the character of the meeting; they are only too glad to secure a little additional revenue from this source. Now, taking all the facts into consideration isn't it a bit unreasonable to expect the K.R.A., a body which is doing the very thing His Excellency wishes by offering practical advice, to make "other arrangements" for its future meetings? The plain English of that is that the Government is obstructing a very healthy movement by unnecessary insistence on real Red Tapeism.

#### INTERPORT CRICKET.

It was good news that reached us yesterday to the effect that Singapore had accepted the invitation to send a cricket team to Hongkong next month and that there is every prospect of the visit coinciding with the presence in the Colony of the Shanghai cricketers. If that happens, there should be a regular feast of good things for lovers of this glorious game. Now, it is of first importance that Hongkong should get together a team representative of the very best talent that the Colony can provide. And in this connection it would be of interest to know with whom the selection of the eleven will finally lie. The Hongkong Cricket Club is apparently seeing to some of the details, and at last night's meeting three names were mentioned of gentlemen who are "to look after the Team Selection Committee." That is a trifle vague, and we do trust that the selection of the Hongkong team will be left to no one man or even two or three chosen by one Club.

### INDO-CHINA S. N. MEETING.

(Continued from Page 1)

matter of Pay, Leave and Pensions, which you will please be good enough to note and convey to the Engineers and Officers serving under your command.

Pay.—Married members of the Staff having Wives and or Children (not exceeding the age of 17 years each) resident in the East will be granted an increase of Ten per centum (10 per cent.) on their Dollar Pay. Effective from 1st January 1920. (This is in lieu of a house allowance.)

Leave.—Nine months' Leave when granted will carry with it Six months' full Sterling pay. Effective from 1st January 1920.

Passage.—As per Circular dated 4th February 1920, free passages having been accorded to the Wives of Captains, Chief Engineers, Chief Officers and Second Engineers, the principle of free passages has now been extended to all grades and to cover two Children (not exceeding 17 years of age each).

Pensions.—The following scale now applies:—

	Chief Engineers	Chief Officers	Second Engineers	Second Officers
Retiring after 20 years' service	£250	£200	£150	£120
"15 years' service	£200	£150	£100	£80
"10 years' service	£150	£100	£75	£60
"5 years' service	£100	£75	£50	£40
Under 5 years' service	£75	£50	£37	£30

To those actually domiciled and resident in China, after retirement Pensions will be paid at the following exchange:—Half the Sterling amount at 1/9 to the Dollar, and the other half at current rates but not exceeding 2/ to the Dollar.

Safe Navigation Bonus.—Will be granted to Captains in the Company's Service when in command, namely £40 per annum payable, when earned, quarterly at the rate of exchange of half at 1/9, and half at current rates but not exceeding 2/.

Chief Engineers.—The increase in pay granted on the 1st January 1920, to Chief Engineers as per Circular issued on the 4th February, 1920, is made retrospective as from 1st January 1919.

Chief Engineers who entered their Sixth year of service in 1919 are entitled to pay at £45, 10/0, per month, and those who entered their Eleventh year of service in 1919 are entitled to £49, 0/0, per month from date of beginning their respective years of service.

Chief Engineers having arrears thus accruing will be paid the amount due to them on application.

Staff on Transfer or Waiting Appointments.—Suitable Hotel or other accommodation will be provided in accordance with the rank of the person concerned, or failing this the Company will at their option grant the following allowance:—

To Masters and Chief Engineers ... \$5 per day  
To Lower Grades ... \$5 per day

Yours faithfully,  
JARDINE, MATHESON & CO. LTD.  
General Managers  
Indo-China Steam Navigation Co., Ltd.

I will now read the Guilds' replies:—  
The Marine Engineers' Guild of China.  
Shanghai.  
19th August, 1920.  
Messrs. Jardine Matheson & Co., Ltd.,  
Agents,  
Indo-China Steam Navigation Co., Ltd.,  
Shanghai.

Dear Sirs,  
With reference to your Circular letter of the 16th inst., it has been decided by the members of my Guild to accept the concessions made, but with the following modifications.

Pay.—30% increase for grades. Home Leave.—Full pay for 9 months in Sterling instead of six.

Staff on Transfer or Waiting Appointments.—An allowance of \$5 for all grades.

Complement of Engineers.—A fourth engineer to be carried on all ships.

I have been instructed to inform you that the above terms are the minimum which can be accepted; and if you feel you cannot accede to them, I am to request that you will kindly call the Adjustment Board into operation under the provisions of Clause 1 of the Agreement of the 12th May, 1916.

As this question has been pending now for so long, and has become acute, I shall be obliged if you will let me have a reply at your very earliest.

Yours faithfully,  
(Sd.) J. WATSON,  
Secretary.

### The China Coast Officers' Guild.

Shanghai.

August 25th, 1920

Messrs. Jardine Matheson & Co., Ltd.

General Managers,  
Indo-China S.N. Co., Ltd.

Dear Sirs,

I am instructed to inform you that the Management Committee of this Guild has gone carefully into the terms of the Circular issued by you on August 16th and has submitted same to the consideration of the members, and I am to inform you that the Management Committee and members view with grave concern the very meagre concessions therein specified.

I am to state that, in addition to these concessions, an increase of thirty per cent. in the salaries of all grades is the minimum which the members concerned can accept.

Trusting you will give this matter your prompt attention, I remain, Dear Sirs,  
Yours faithfully,  
(Sd.) L. DOLIVEYRA,  
Secretary.

I think you will agree with me, gentlemen, that the tone of the letters in question leaves a good deal to be desired in a dispute of this nature, and further evidence is forthcoming of unwarranted interference between employer and employee in a letter addressed to the General Managers by the Engineers' Guild—taking exception to my action in discussing in a private meeting with our own men their future, as well as that of the Company.

The following is the letter in question:—

The Marine Engineers' Guild of China.  
Shanghai.  
11th August, 1920.

The Manager,  
Indo-China S.S. Co.,  
Shanghai.

Dear Sir,  
With reference to the meeting which was held at the Office of Messrs. Jardine Matheson & Co., Hongkong, to which the Floating Staff of the Indo-China Steam Navigation Co. was invited, I am instructed to point out to you, that this method of procedure in dealing with any matter submitted by the Guild was distinctly contrary to Clause 1 of the Agreement of 12th May 1916. (Recognition of the Guild).

The fact that all the more important concessions offered affected only the older Members of the Guild, while the question of a general increase was ignored, taken in conjunction with the privacy of the Meeting referred to, at which a threat of liquidation of the Company or change of flag was made, is considered by the Members as a deliberate attack on the solidarity of the Guild, inasmuch as it is an incentive to the older and senior men to vote against an resolution which has for its object the pressing for a general increase, rather than jeopardise their standing in the Company and the consequent realisation of their partially earned pensions.

Yours faithfully,  
(Sd.) J. WATSON,  
Secretary.

Now, gentlemen, my decision to make these remarks to-day has not been taken lightly. Exceptional circumstances warrant exceptional treatment, however, and your Directors are of opinion that both shareholders and the general public should know the position and the probable consequences thereof.

I do not wish to appear unduly pessimistic, but at the same time I wish you to fully realise that, with the information at their disposal—some of which I have given you to-day—your Directors are of opinion that we have reached the end of our tether and can give no more without seriously threatening the future solvency of the Company. As mentioned above, wages alone have advanced from \$265,000 to \$248,000 during war years, the increase being due to advances in pay and the higher rate of exchange at which the accounts have been converted, so that with the additional concessions since granted, our men cannot say that they have not received their fair share in the increased prosperity of the Company during the last few years. If wages and concessions automatically diminished as earnings decreased, we could regard the future with more equanimity; unfortunately they don't, and, equally unfortunately, the cost of maintenance has arisen enormously, which makes the position even more difficult from a ship-owners' point of view. No one can argue that a married man serving as Master for a period of 11 years who can earn approximately \$33,000 during that time, and who also

qualifies for pension and receives Home leave pay and passages, is not sufficiently well paid, nor can it be held that a Junior Second Officer, Junior Chief Officer or Junior Master with mess found, and who can allow himself out of his pay \$100 per month for necessities and luxuries, is badly treated—when at 4/- to the dollar he can remit to England £27, £35 12s 6d, and £71 per month respectively, sums very much in excess of the actual wages paid at Home. We engage the men, we pay them, we appoint them to their ships and if they prove themselves worthy of confidence, we offer them employment at a wage and with other concessions which compare most favourably with those enjoyed by men serving in any other Lines the world over.

As stated above, we are prepared to work with the Guilds, but the Company's future must be kept in mind and safeguarded in every way. The action of the Guilds in circulating our man asking if they are prepared to support action to the "utmost" is as destructive to amicable working as it is unwarranted.

Further, we do not propose to be dictated to by the Guilds as to whom we employ, where he is employed, or that he must be a member of the Guilds before he is employed, nor do we intend to dismiss from our service, as the Guilds would have us do, any member of our floating staff, who does not happen to be a member of any particular Guild. We are ready to meet the Guilds on all matters concerning the welfare of the men, within reasonable limits, but reserve to ourselves the right to know when those limits have been reached.

Finally, so long as any member or members of the floating staff of the Indo-China Co. care to call at the office of the Company to see me or any of my successors, to discuss their own or the Company's welfare, I refuse to surrender the right to see them, for in this manner alone can one assure the personal sympathy which makes for good feeling between the Company and its employees. (Applause). If any gentlemen have any remarks to make on this I shall be quite willing to answer them.

Mr. Hancock.—Mr. Chairman, I gather from your remarks which you have just read that, having regard to the present requirements of the Company and future tonnage and very high capital expenditure, together with the increased cost of running expenses, it is the opinion of your Directors that they are unable to meet the demands made by the floating staff, which would increase the fixed charges of the Company in the lean years which we have before us. As a shareholder, I trust sincerely that your apprehensions with regard to lean years may be falsified; on the other hand, I think I am bound to admit that all indications at the present time point to reduced earnings and increased expenditure, and I fully realise that the Directors are unwilling in the present case to increase the fixed charges of the Company when they may not be able to meet them with any degree of ease in the future, especially as I gather from your remarks as to the nature of the demands made that they are not altogether entirely justified. I appreciate very much, and I think we all do, the necessity that has prompted you to put the position before the shareholders to-day and

I am quite sure that my fellow shareholders will be agreeable to leave the matter in your hands, with the Directors, to deal with it in the manner which you deem—in any way that you see fit for the future welfare of the Indo-China Steam Navigation Company. (Applause).

Mr. Lowe.—I should like to make a few remarks on these demands by the Guilds for further pay for the floating staff. It seems to me that the Directors have put the position very fully and frankly before us and, from what Mr. Johnstone says, the men are not only paid a living wage but there is a good margin for saving. I think we shareholders, therefore, ought to support the Directors' policy. It seems to me that the Directors are anxious about the future prospects of the Company, especially in view of expected new competition on top of the recent shortage of freight. In addition to this, they have to face heavy capital expenditure at high prices which may not be maintained at its cost value. That means abnormal depreciation. They have further to face, it seems, heavier running expenditure, especially repairs—in fact, heavier costs in all directions. Increased wages must add very

considerably to these burdens. I think, therefore, all shareholders, and the floating staff must realise under these circumstances that owners naturally want to go slow. I take it that the loyal servants of the Company, anxious for its welfare, with their which own is largely bound up, will realise it and in this case put it to their Guilds that it is not a time for such demands as they have made. I approve of Guilds—I am not against Guilds as Guilds; I happen to be a member of one myself. I think that we shareholders can very safely leave the position in the hands of the Directors in this matter.

The Chairman.—Gentlemen, if no-one else has any remarks to make the meeting terminates. I should like to thank both Mr. Hancock and Mr. Lowe for their appreciation of the remarks I have just addressed to you. As I said, they are rather out of the way, but the Directors consider that the position must be put fully before the shareholders and the general public so that they should know exactly where we stand in the event of trouble arising, which trouble we do not anticipate. I thank you, gentlemen.

The meeting then terminated.

### DAY BY DAY.

AN IDLE PERSON, LIKE ONE THAT IS DEAD, UNOCCUPIED IN THE CHAIRS AND RECREATION OF THE WORLD.—*Jeremy Taylor.*

"Another H. C. L."—Your letter is unavoidably held over until to-morrow.

Lieut. A. E. Thompson, of the Wiltshire Regt., has been appointed Command Signal Officer vice Lt. E. Norman, R. G. A.

Yesterday's health returns show one case each of cerebro-spinal fever, enteric and diphtheria. The first named was fatal.

Owing to pressure on our space, the Gymkhana Notes and training times by "Wireless" are unavoidably held over until to-morrow.

A Chinese female, 17 years of age, was yesterday knocked down by a motor cycle and side car in Des Voeux Road. She was removed to the Government Civil Hospital.

The firing of an extraordinarily long string of crackers outside the Pacific Mail Company's Office at 11 o'clock this morning, announced the departure on leave of the energetic Agent, Mr. J. Oram Sheppard for the United States. An ingenious device had been worked into the fireworks, which revealed itself at the end of the string in the form of a number of paper discs bearing the inscription: "Bon voyage and good wishes for Mr. Sheppard."

Six Chinese were to-day charged before Mr. G. N. Orme, with being in possession of 550 rounds of ammunition and seven bayonets which were seized on a launch yesterday. The Water Police arrested the men, and the story given by the prisoners was to the effect that they came down from the Bocca Tigris Forts to Hongkong in a Government launch. One of them was an Army officer and he stated that two of the other men were salt merchants who were under his escort to bring through the Army lines. The ammunition and weapons seized for the purpose of defence, should any interference be met with from Kwangsi men. The salt merchants were defended by Mr. Leo D'Almada, at the Police Court this morning, and the others by Mr. Frazerbrother Mason. Whilst not disputing in any way their story, his Worship stated that the law of the Colony which forbids the possession of arms, without a permit must be observed. He fined the Army officer \$100 and discharged the other defendants.



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STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, KUEPP, ETC.  
PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
NANKIN	6,900	10th Oct.	M'les. London & Antwerp.
DUNERA	5,400	15th Oct.	S'pore, Colombo & B'way.
KASHGAR	8,900	22nd Oct.	M'les. London & Antwerp.
NOVARA	6,900	13th Nov.	M'les. London & Antwerp.
NELLORE	6,850	25th Nov.	M'les. London & Antwerp.

**BRITISH INDIA-APCAR SAILINGS (South)**

G. APCAR | 4,600 | 13th Oct. | Calcutta via Singapore, Penang and Rangoon.

**EASTERN & AUSTRALIAN SAILINGS (South)**ST. ALBANS-  
EASTERN | 4,500 | 7th Oct. noon | Melbourne via Sandakan, Therd-  
day Island, Cairns, Townsville, Brisbane and Sydney.  
Omits Sandakan.**SAILINGS TO SHANGHAI & JAPAN.**

S.S.	Tons	From Hong-kong (about)	Destination
NOVARA	6,900	13th Oct.	Shanghai & Japan.
EASTERN	4,000	14th Oct.	Japan direct.
TAKADA	7,000	21st Oct.	Shanghai only.
NELLORE	7,000	24th Oct.	Shanghai & Japan.
DILWARA	5,400	30th Oct.	Shanghai only.

**WIRELESS ON ALL STEAMERS.**

Parcels measuring not more than 2 1/2 ft. x 1 1/2 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to  
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TOYAMA MARU ..... Monday, 15th Nov., at 11 a.m.  
TOTOHASHI MARU ..... Friday, 26th Nov., at 11 a.m.  
FUSHIMI MARU (Omitting Manila) Tuesday, 14th Dec., at 11 a.m.  
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.  
MISHIMA MARU ..... Monday, 18th Oct., at noon.  
HAMBURG, LONDON & ROTTERDAM via Suez.  
DAKAR MARU ..... Sailing from Yokohama 15th Oct.  
MARSEILLES & LIVERPOOL via S'pore, Cebu, Suez & Port Said.  
TOTOHASHI MARU ..... Tuesday, 5th October.  
SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.  
NIKKO MARU ..... Wednesday, 20th Oct., at 11 a.m.  
AKI MARU ..... Wednesday, 17th Nov., at 11 a.m.  
NEW YORK via Suez.  
MORIOKA MARU ..... Tuesday, 12th October.  
SOUTH AMERICAN PORTS via Cape.  
TOSHA MARU ..... Sailing from Singapore 17th October.  
BOMBAY & COLOMBO via Singapore.  
YETOROFU MARU ..... Friday, 8th October.  
CALCUTTA & RANGOON via Singapore & Penang.  
TOMIURA MARU ..... Saturday, 9th October.  
JAPAN PORTS—Nagasaki, Kobe & Yokohama.  
AKI MARU ..... Saturday, 16th Oct., at 11 a.m.  
SHANGHAI, KOBE & YOKOHAMA.  
KAMAKURA MARU ..... Saturday, 9th October.  
HAKODATE MARU ..... Saturday, 16th October.  
INABA MARU ..... Thursday, 21st Oct., at 11 a.m.For further information apply to—**NIPPON YUSEN KAISHA.**  
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Tijlhap	Java	11th Oct.	16th Oct.	Saigon.
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S.S. "BORNEO M." sailing on the 30th October.

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SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong	Leaves Hongkong
TAIYUAN	15th October.	21st October.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fare. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

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(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA &amp; STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"MATOPO"	15th October.
LONDON	"CITY OF NAPLES"	15th November.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

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Due Inwards	About	Sailing	About
S.S. VIRITA	Oct. 10	S.S. VIRITA	Oct. 13
S.S. WEST HILTON	Nov. 1	S.S. WEST HILTON	Nov. 4
S.S. WEST MONTOP	Dec. 1	S.S. WEST MONTOP	Dec. 4

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.  
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MANTLA, SINGAPORE.

General Agent for South China.

COASTAL SHIPPING.

**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MANILA	Yuensang	Wed. 6th Oct. at 3 p.m.
SHAI & T'au via S'ow	Haagsang	Thurs. 7th Oct. at d'light.
STRAITS & Calcutta	Chaksang	Fri. 8th Oct. at 3 p.m.
STRAITS & Java	Chaksang	Fri. 8th Oct. at 3 p.m.
KOBE	Lalsang	Fri. 8th Oct. at 3 p.m.
HAIPHONG via Hoihow	Taksang	Sat. 9th Oct. at 3 p.m.
SANDAKAN	Mhsang	Sat. 9th Oct. at 8 a.m.
TIENSIN	Chipsang	Sun. 10th Oct. at d'light.
SHANGHAI	Kwongsang	Tues. 12th Oct. at d'light.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light &amp; Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dain.

TIENSIN LINE.—A regular service is run from March to Nov. between H'kong &amp; Tientsin calling at Weihaiwei &amp; Chefoo.

**CALCUTTA LINE.**

S.S. "CHAKSANG" will be despatched on or about Friday,

8th October, at 3 p.m. for S'PORE, PENANG &amp; CUTTIA.

S.S. "CHUNSANG" will be despatched on or about Friday,

8th October, at 3 p.m. for SINGAPORE, PENANG &amp; JAVA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM &amp; MADRAS &amp; DUTCH EAST INDIES.

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General Managers.

Telephone No. 215.

**C. N. C.**

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SHANGHAI	Sunning	7th Oct. at noon.
AMOI & SINGAPORE	Liangchow	7th Oct. at 4 p.m.
WEIHAIWEI, CHEFOO and TIENSIN		
SWATOW & SINGAPORE	Huichow	7th Oct. at 4 p.m.
SHANGHAI & TSINGTAO	Lian	9th Oct. at noon.
H'HOW, PHOI & PHONG Kailong		9th Oct. at noon.
SWATOW & BANGKOK	Chinhua	10th Oct. at 9 a.m.
AMOI, SHAI & PUKOW	Shantung	12th Oct. at 10 a.m.
SHANGHAI	Sinkiang	14th Oct. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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Hongkong Oct. 6, 1920.

Agents.

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Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOI AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong	J. S. Thomson	FRI. 8th Oct. at 2 p.m.
Hailong	A. H. Stewart	TUES. 12th Oct. at 2 p.m.
Hailong	W. C. Passmore	FRI. 15th Oct. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

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PACIFIC SHIPPING.

**NEW YORK DIRECT.**

Joint service of the

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**AMERICAN & MANCHURIAN LINE**

(Ellerman &amp; Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	Destination	Leaving
"TYDEUS"	via Panama	24th Nov.
"CITY OF AURA"	via Suez	2nd Dec.
"ROMEO"	via Suez	20th Dec.

Steamers proceed via West Coast of Panama Canal (Panama Colon system).

Subject to change without notice.

For Freight and Passage apply to

**BUTTERFIELD & SWIRE OF THE BANK LINE, LTD. HONGKONG.**

HONGKONG &amp; CANTON. REISS &amp; CO.

SHIPPING.

VESSELS ARRIVED.

From Singapore the M.S. RUPARA, belonging to Messrs. H. M. H. Nemesio and Co. arrived yesterday evening with 181 tons of general merchandise for Hongkong—Mooring C41.

The JASON, brought from New York 1,000 tons of general merchandise for Hongkong yesterday evening—Mooring Holt's wharf. The ST. ALBANS co-arrived here yesterday evening from Kobe and Moji 2,300 tons of through cargo—Mooring A-4.

The TEAN delivered here this morning from Shanghai 1,000 tons of through and 315 tons of direct cargo.

The S.S. KAIWO brought from Mike 2,100 tons of coal for the colony—Mooring B29.

Coal was also delivered by the Ujo Maru from Hongky (2,900 tons), and by the O.S.K.'s Kaia Maru from Keelung (1,100 tons).

From Tientsin the HEISHIN MARU brought yesterday 3,750 tons of salt—Mooring B22.

**CLEARANCES AND DEPARTURES.**

The S.S. COLOMBIA left at noon to-day for San Francisco via Shanghai with 1,600 tons of cargo.

The HAINCHANG leaves to-day at 5 p.m. for Tientsin via Shanghai with 2,000 tons of general merchandise.

The Norwegian vessel PROSPER leaves to-morrow morning for Saigon with only 30 tons, and 400 passengers.

The TYNDAREUS left at 4 p.m. to-day for Vancouver with 2,000 tons of cargo.

The ST. ALBANS departs to-morrow at noon for Melbourne with 300 tons of cargo and 19 European passengers.

**MOVEMENTS ON STEAMERS.**

The N. Y. K. s.s. KAMAKURA M. (Liverpool Line) left Liverpool for this port via Suez on the 28th August, and is expected here on the 10th October.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via Suez, on the 20th Sept. and is expected here on the 23rd Oct.

The N. Y. K. s.s. TSURUGA M. (Hamburg Line) left Rotterdam for this port via Suez on the 21st Sept. and is expected here on the 6th Nov.

The N. Y. K. s.s. AKI MARU (Australian Line) left Sydney for Hongkong via ports on the 24th Sept. and is expected here on the 15th October.

The R. M. S. MONTEAGLE left Vancouver for Hongkong via Japan ports, Shanghai on the 18th Sept. and is due here on or about the 15th October.

The Robert Dollar Company's U.S.S.B. WEST IRA. (San Francisco Line) left San Francisco on September 12th, and is due in Hongkong October 16th.

The Robert Dollar Company's U.S.S.B. WEST HERBERT (San Francisco Line) left San Francisco on Sept. 2nd, and is due in Hongkong October 6th.

The N. Y. K. s.s. YETOROFU M. (Bombay Line) left Osaka for this port via Moji on the 30th Sept. and is expected here on the 7th October.

The N. Y. K. s.s. HAKODATE M. (Calcutta Line) left Calcutta for this port via Singapore on the 30th September and is expected here on the 15th October.

The N. Y. K. s.s. TOMIURA M. (Calcutta Line) left Kobe for this port via Moji on the 1st October and is expected here on the 8th October.

The N. Y. K. s.s. YETOROFU M. (Bombay Line) left Moji for this port on the 2nd October and is expected here on the 8th October.

The N. Y. K. s.s. TENSIN M. (Bombay Line) left Bombay for this port via Singapore on the 1st October and is expected here on the 19th October.

The R. M. S. EMPRESS OF ASIA, arrived at Yokohama on 1st October, left there 2nd Oct. and is due at Vancouver on 11th October.

The N.Y.K. s.s. KAMAKURA M. (Liverpool Line) left Singapore for this port on the 4th Oct. and is expected here on the 9th October.

The S.S. MATTAWA arrived at Manila on 1st October, left there 4th October, and is due at Singapore on 10th October at noon.

The S.S. EUPHYLIUS (Blue Funnel Line) left Shanghai on 4th inst. for Liverpool via Hongkong, Rotterdam via Hongkong, and is due here on 14th inst. at 11 a.m.



# EARLY FALL FASHIONS



## Modes of the Moment.

This autumn you can wear a Mayenne frock, or a chemise frock, a bolero, a princess style or a tight bodice and flare skirt style. Fashion seems to favour everything.

Skirts are a wee bit longer. It is probable that the short skirt will continue in favour for some months yet, and that longer skirts will establish themselves by spring—or by the New Year.

**SLEEVELESS COATEES.**  
A very practical style, sure to be popular, is the sleeveless jacket matching the skirt. A costume of the sort is pictured. Skirt and coatee are of brown serge and the cool silk blouse is of cream and brown taffeta silk. There is a natty, nautical suggestion about this suit with its rows of buttons and its big sailor collar and flowing tie. The tie is attached to the top of the coatee and not to the shirt-waist itself. Brown ribbons to match the tie are threaded through button-holes in the cuffs and tied in gay bows. This is one of the graceful panel skirts for autumn. There are four panels of pleating and four plain panels, and rows of bone buttons run down the back and front plain panels; and also down the fronts of the coatee. The smart feature of this little coatee is its cut-awayness, as one might say. The armholes are slashed away generously, so is the neckline, and the loosely tied fronts drop away from the front of the waist.

### GAY STRIPES.

Another likeable little tailor for early September days shows the present passion for gay trimming. The short jacket opens in front over a waistcoat of striped material, and the skirt is not only slashed all down the sides to show inserts of this striped stuff, but part of the skirt at the hip is sliced away to show oval medallions of the trimming fabric. This is a navy blue suit and the striped cloth is cream, blue, scarlet and black. Down the centre of the waistcoat is a strip of scarlet silk embroidered in black and the waistcoat fastens with black loops over tiny silver buttons. Mother of pearl buttons are used on sleeves and skirt. Here again is the alternation of pleats and plain panels in the skirt. This perfectly plain skirt is almost completely cut—all the new models have pleats, panels or draperies.

### POPLIN FROCKS.

Silk poplin is a good old-fashioned material that is being revived for demure autumn wear.

Of brown silk poplin is the quaint and very authoritative model having bishop sleeves of gathered cream net.

The bodies of this frock illustrate the new fitted lining idea. There is a very dainty, feminine curve under the arms, but the line across the front is flat and boyish. This smart little bodice, cut away at neck and sleeve to show the cream net guimpe, is fitted neatly into a waistband and below the waistband hangs a draped peplum of graduated length—a very graceful addition to the costume. The peplum and the gathered skirt of considerable width give the new flara effect in combination with a tight waist that is the very latest thing. Over the waistband is tied a narrow, flat sash of the brown poplin lined with cream silk to echo the creamy note of the net guimpe. As for the guimpe, it is tucked in the sleeves and corded in the main part, the material drawn up along the cords to give a soft effect; where the brown bodice is cut out at front and back.

Another pictured frock shows the skin-tight sleeve which is not nearly so comfy as the loose bishop sleeve—but tremendously smart!

The pictured costume is an elaborate afternoon costume of pale gray and navy satin with embroideries in gray and navy silk and gray beads. Note the new girdle which seems to be a curving bracelet, big enough to stretch part way around the waist. Note also the smart charmingly veil, which adds the final touch to this dressy costume.

### VELVET TO BE THE RAGE.

Velvet is to have a tremendous vogue and the vogue is already beginning, but these velvets are chiffon velvets, of almost no weight at all. A charming new velvet frock is pictured; a model in rich garnet shade with grey silk embroidery. The apron drapery, bunched up over the hips, seems to accord with the simple little pinaflore bodice—and note the narrow little skirt, gathered in at the hem and with rows of tiny buttons down each side.

Another charming—and most practical—frock is pictured in the model of soft satin. It is a navy blue frock and the navy chiffon of underbodice and sleeve is embroidered with scarlet and laid over red chiffon. The big buckle on the sash is of silver and scarlet enamel. The arrangement of the skirt drapery below a pointed

## DANCE FROCK OF METAL CLOTH.



The novel dance frock, illustrated, is of metal cloth, a dull silver and bright.

The skirt is rather a novelty—a harem back with a long train that is made to be hooked up to the belt and become a drapery if desired, and a straight-hanging front, that has a perceptible dip to it in the exact centre. The corsage comprises a bit of the metal cloth over a bantou of chiffon and lace.

Yoke is particularly graceful; so is the continuation of the vest below the sash, giving a long, slender line.

## LOOK UP, PLEASE!

### FASHION AND THE NEW HEAD POSE.

Shall you look up or down? "Down. I have a long neck." A man who had overheard this dialogue between two women turned in bewilderment to his companion.

"What on earth are they talking about?" he said.

"Heads," she replied. "They are discussing the fashionable way of carrying the head for the coming season. Everyone is talking about it. It is the latest problem confronting every woman who aspires to be in the fashion."

"You, too?" the man queried, meekly. "Which side are you on, the ups or downs?"

"The ups. My neck is short."

"I wish," said the man, "that you would be more explicit."

She was. "Fashions in holding the head are subject to as many permutations as styles in hats, gowns, hair and manners," she told him. "Keen eyes that discover the most subtle changes in feminine practice have observed for some time that women are adopting the fashion which has been aptly described as 'holding one's face on top of one's head.' This is a most decided breaking away from the style of holding the head forward and tilted slightly to one side, which has been popular for so long."

"Now, though women desire to be in the fashion, every woman of sense also wishes to look well; consequently, before blindly adopting the new pose for her head, she endeavours to find out if it suits her. The truest test of this is the length of the neck. To the long and slim-necked woman the downward tilt is invariably becoming; therefore many of them are in rebellion against the decree which bids them stare at the moon. The short-necked woman, on the other hand, is at her best when she holds her head high."

"Another point to study is the chin. For the woman who is threatened with a double chin or has already achieved it, the high carriage is the only salvation. A broad and heavy chin is also less prominent when the head is held high."

"The shape of the eyebrows ought also to be considered. Any woman who has an oval contour to the upper part of her face and arched eyebrows will find the high carriage of the head immensely effective, because it brings those features into relief. But the woman with straight brows that 'narrow in' should throw her head back. She loses her greatest charm if she does not hold her head at an angle which compels her to use her eyes with an upward glance."

## JOTTINGS.

### NOVELTY IN GLOVES.

French gloves show many innovations. The long gauntlet glove is still the fashion, but many have cut-out triangles and diamonds, through which the arm can be seen.

### SPANISH COMBS.

Paris is still favouring the high combs of the Spanish shape. The latest models are of sand blast crystal and studded with rhinestones, topaz, sapphires and emeralds. The long line design is the most popular.

### WHITE EMBROIDERIES.

There is a tremendous vogue for white embroideries this season. Often, however, they are somewhat overdone, and give an altogether too elaborate effect. Sometimes the skirt of a black satin frock will be completely covered with fine white soutache embroidery, sometimes it is the bodice that is entirely covered. Wraps, too, are heavily embroidered, giving the elaborate effect one associates with Caine's fashions.

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"As the lady talked the man studied her neck, her chin, the contour of her face, her eyebrows. Then he studied his own in the mirror."

"This is too complicated for me," he said. "Thank heaven I am a man."

## JOTTINGS.

### NEW HANDBAGS.

The slave bangle handbag is one which will be seen in many ballrooms during the autumn and winter seasons. Two mother-of-pearl bangles form the handle, while the bag itself is a delightfully wisp affair of ruffled lace, adorned with tassels and bobs of silk to match the colour of the gown with which it is carried.

## JOTTINGS.

### GLASS BUCKLES.

Some of the smartest sweaters shown in New York shops have little glass buckles for fastening the narrow belts.

### FRUIT CRAZE.

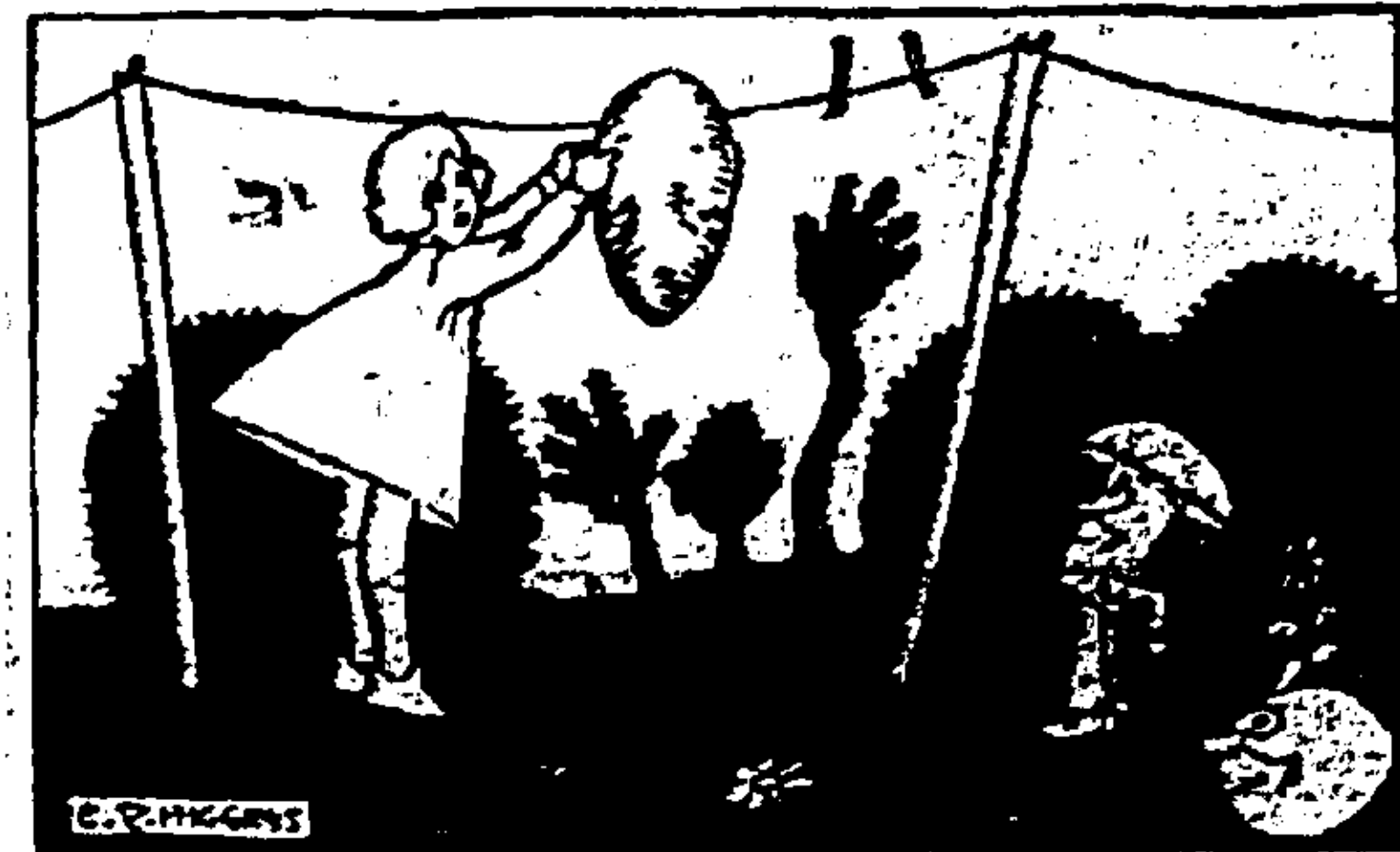
Paris is employing fruit in all its different varieties to enhance dancing gowns, street frocks and even slippers. A parasol of batiste was decorated with hazelnuts, while a boutonniere of small mangoes accented a tailleur.

## LITTLE FOLKS' CORNER.

### ADVENTURES OF THE TWINS: XIII.

When Mr. Frog was gone, Nick put away the green paint and Nancy hunted up the white pillow Mr. Frog had been sleeping on behind the door. Yes, indeed! He had had a pillow—a lovely, white silk one, for his head. It was no wonder he wished to be let alone, so that he could dream on until fly-time.

Nancy looked it over carefully and brushed off some muddy specks that had come off Mr. Frog's head. "I think," said she critically, "that I'll hang you up on the line, little pillow, and let Mr. Jolly Sun throw some bright beams on you. That's the only way to make pillows nice. Mother says. Besides that, she takes a little stick and beats them, for that wakes the insides up."



"You're queer ones," declared Nancy. "I don't see any joke at all about hanging a pillow on the line."

It was very queer, but Nancy had an idea that when she said "beat," the tiny silk pillow gave a little jiggle. But she wasn't at all sure. And at the same time the Magical Mushroom beside her gave a little giggle. But she wasn't sure of that, either.

"Come on, little pillow," she said, starting for the clothes line, "after you're nicely sunned and properly beaten, I'll let Mr. Red-bird carry you to the Land-Where-Spring-Is-Coming, so that all the other birds can make mattresses for their babies. They are always looking for bits of soft down and cotton and wool, and I know how pleased they'll be to get some lovely, white silk."

It was certainly very odd, but when Nancy said this, about the birds, the tiny pillow gave a little flicker, and the Magical Mushroom gave a little snicker.

This time Nancy was a little more sure that something was wrong. "You're queer ones!" she declared with a point. "I don't see any joke at all about hanging a pillow on the line."

(To be continued next Wednesday.)







